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DETROIT

A National Newspaper for Every Branch of the Industry

Automotive Daily News

★CARS★ SHOP EQUIPMENT TRUCKS ★★AVIATION★★ PARTS ACCESSORIES ★TIRES★

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SENATE TO HOLD BUS BILL HEARINGS

Heavy New Car Buying Under Way in Illinois; March Sales Gain 47%

NEW YORK, April 3.—Showing the effects of the approaching heavy automobile buying season, registrations of new passenger cars in Illinois in March showed a sharp increase over the preceding month, according to complete returns now available for that state.

New car sales in Illinois last month, as indicated by the actual registrations, were 20,939, as compared with 13,678 in February, an increase of 6,561 units, equivalent to 47 per cent. This represented a substantial rate of gain over that shown by February over January. February sales of 13,678 compared with 12,555 in January, an increase of 8.9 per cent.

Registrations continued to run below the corresponding 1929 levels in March, however. The 20,939 sales compared with 25,252 in March, 1929, a decrease this year of 4,313, equal to 17 per cent. In this respect March made a worse showning than February, when the decline from the corresponding 1929 level was less than 1 per cent. The decline in January was 15 per cent.

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Auburn Has Best March In History

Auburn, Ind., April 3.—March, 1930, was the biggest March in the history of the Auburn Automobile Company. Shipments totaled 2,502 units, as compared with 2,308 units in March, 1929. March shipments included 2,023 Auburn cars, 328 Cords and 151 taxicabs.

Shipments in the first three months of this year were 6,003 units, as compared with 5,848 in the same period last year. The company had on hand on April 1 20 per cent. more orders than on March 1. Stocks of cars in dealers' hands were at a minimum.

STERLING OFFERS TWO HEAVY-DUTY MODELS IN LINE

MILWAUKEE, April 3.—The Sterling Motor Truck Company announces the addition of two heavy duty rear four-wheel drive trucks to its line, designed to carry great loads at high speeds.

The Model EWS-40 has a capacity of twelve tons with a maximum total weight of body and load of 40,000 pounds. The engine is a Sterling six with a Red-Head Ricardo combustion chamber, which, it is claimed, reduces gas consumption and increases motor efficiency. It has a 5-inch bore by 5¾-inch stroke, 677 cubic inches displacement and develops 126 horse power, governed at 1,800 r. p. m. The four bearings are extra wide and the crank shaft

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Leaves Peerless

DON P. SMITH, vice-president in charge of sales of the Peerless Motor Car Company, Cleveland, yesterday announced his resignation from that post. Mr. Smith declared that he was withdrawing with friendly feeling all around, and in complete accord with other members of the management.

REPLACEMENT CAR DEMAND INCREASES IN IMPORTANCE

WASHINGTON, April 3.—The automobile industry of this country is more and more assuming the status of a "renewal" business, safeguarded by the natural demand of existing car owners, according to a statement made by A. W. Childs, chief of the automotive division of the Department of Commerce.

This condition is the result of the fact that the replacement demand is assuming a steadily increasing share of the motor car output and the steady gain in the number of automobiles in use.

Mr. Childs pointed to the analogy between the automobile and safety razor industry, in which the manufacturers are assured of a constant market for the sale of blades once they have established the use of their razors. In the automobile industry, he said, it is a matter of initiating people to the possession of cars.

Ten years ago, Mr. Childs pointed out, the majority of cars sold on the domestic market were to new owners; today the largest part of the sales are made to old owners. The manufacturers are realizing on a continually increasing renewal market as the number of car owners grows, and it appears possible that the industry ultimately may be assured of a

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TO SEEK NEW TESTIMONY FROM ALL SIDES; MEASURE DUE FOR DRASTIC REVISION

Plan Searching Investigation of Rail Interest in Parker Bill; Proposals of N. A. C. C. May Be Carried

By FRANCIS P. DAILY

WASHINGTON, April 3.—The Senate Committee on Interstate Commerce intends virtually to rewrite the Parker bill, placing motor buses in interstate commerce under Federal regulation, which was passed by the House last week, it was made clear today.

Senator James Couzens of Michigan, chairman of the committee, told Automotive Daily News that he and members of the committee were convinced that the measure must be thoroughly revamped.

Witnesses will be heard before the committee next Wednesday, it was decided after the committee held a two-hour debate on the measure.

While the senator feels that all sides should be given an opportunity to be heard again, he is desirous of developing entirely new testimony.

The Senate committee is anxious to hear from opponents of the measure who did not testify before the House Interstate Committee, it was explained.

This policy of the committee, it

(Continued on Page 2)

Chrysler Has 46% Gain in March Sales

Detroit, April 3.—Shipments of the Chrysler Corporation in March totaled 33,778 cars, an increase over February of 10,659, or more than 46 per cent.

March retail sales of Chrysler products were 44 per cent. higher than in February, which showed a corresponding increase over January.

Shipments of Dodge passenger cars amounted to 10,653 cars in March. Chrysler lines added another 9,801 cars, De Soto 5,642, and Plymouth 5,263. In the commercial field Dodge shipped 2,141 trucks, buses and motor coaches, and Fargo 278 vehicles.

With the new merchandising plan on Plymouth of permitting Chrysler, Dodge and De Soto dealers to sell these low price cars, the demand has increased to a point where April requirements are more than double those in March.

FIRESTONE APPOINTS NEW TRADE SALES MANAGER

Akron, O., April 3.—L. G. Fairbanks, manager of the Firestone Tire and Rubber Company truck and bus sales, has been appointed manager of trade sales,

CHEVROLET ADDS SPECIAL SEDAN PRICED AT $725

Detroit, April 3.—Chevrolet Motor Company today announces a stylish new closed model — the Chevrolet Special Sedan, with body by Fisher. Priced $725.

Introduction of the new model, with its many expensive car features, brings the Chevrolet passenger car line up to nine body styles, three open and six closed. The Special Sedan has been in production for several days and shipments are now going out to dealers.

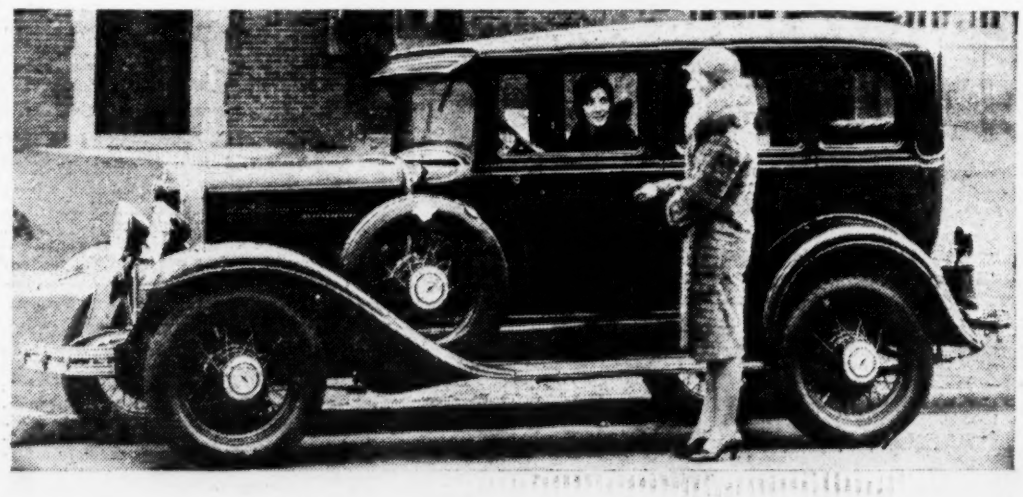
A leading feature of the new model is its equipment of six wire wheels, with large chrome-plated hub caps. The two spare wheels are mounted in special fender wells. The exterior color scheme combines smart boulevard maroon on the body with a harmonizing shade of red on the wheels.

Rich appointments found in the interior include arm rests, silk assist cords, combination vanity case and smoking set, rich upholstery fabrics and wide, deep seats with form-fitting cushions.

HACKER NAMED EXPORT MANAGER FOR GOULD

Depew, N. Y., April 3.—Gould Storage Battery Company announces the appointment of Benjamin Hacker, 280 Broadway, New York, as export manager. An intensive foreign sales campaign will be conducted on Gould storage batteries for automobiles, radios, electric light and power and farm light powers, house lighting, etc.

New Chevrolet Special Sedan



March Automobile Production

	March 1930	March 1929	Feb. 1930	3 Mos. 1930	3 Mos. 1929
Auburn	2,502	2,308	1,750	6,003	5,848
Buick	8,760	15,206	8,842	24,831	43,214
Chrysler Corp.	33,778	*	23,119	*	*
Franklin	*	*	*	2,503	2,302
Graham-Paige	4,937	9,610	3,753	11,675	25,284
Hupp	3,212	4,316	2,029	7,536	12,164
Olds	7,676	13,000	6,646	19,889	30,569
Peerless	700	1,107	653	*	*
Reo	2,870	4,611	2,568	7,472	10,211

*Not available.

Replacement Demand for Cars Is Gaining Steadily

(Continued from Page 1)

demand based almost entirely on replacements.

Since 1920 the replacement or "natural" demand has grown steadily from about 350,000 to more than 2,750,000 in 1929, while the new and multiple car market has undergone more or less fluctuation, it was pointed out in behalf of the division.

The increasing production of American automobile factories has been absorbed by this replacement market rather than by new buyers, for since 1923, when a record number of new and multiple car sales was made, the trend of new car purchasers has been downward, despite the record production of last year, Mr. Childs said.

In the year just passed, replacement sales accounted for approximately 60 per cent. of the new passenger and commercial cars placed on the domestic market. This was the highest percentage ever attained and is all the more remarkable in view of the record production of the year, according to the statement.

Mr. Childs pointed out that the potential replacement market depends on the number of cars put into circulation, and that in turn depends upon the capacity of the country to absorb more vehicles. The natural increase in population will create an expanding consumer demand and the extension and improvement of highways will provide travel space for a greater number of cars, it was stated.

The replacement market, however, is not limited to this country, since a large part of the cars outside of the United States are American products, he declared. There are at present nearly 35,000,000 cars in use throughout the world.

With the large exports of American cars and trucks and the steady rise in the domestic registration, the replacement market is assured of continuous expansion, thus providing a natural demand which will go a long way to stabilize the automotive industry, it was said.

ENGLISH ENGINEERS TELL ABOUT CONSTRUCTION OF "SILVER BULLET" RACER

New York, April 3.—Louis Coatalen, managing director, and Frank Martinuzzi, the present head of the experimental engineering office of the Sunbeam Motor Car Company of Wolverhampton, England, were the guests of the metropolitan section of the Society of Automotive Engineers at a dinner held last night.

The English designer told the story of the Silver Bullet with which Kaye Don, the English racing driver, has recently been conducting speed trials at Daytona, disclosed secrets of the racing car's construction, and gave details of new aeronautical and Diesel engine work underway.

Mr. Coatalen is responsible for the Sunbeam designs and has built many successful racing cars, including the winners of the 1912 Coupe des Voiturettes.

NEW CAR SALES STEADY IN PHILADELPHIA AREA

Philadelphia, April 3.—Sales of new passenger cars in the Third Federal Reserve District, according to the Business Review issued by the Federal Reserve Bank of Philadelphia as of April 1, showed a seasonal increase, but were below the volume for the corresponding period of 1929.

Activity of plants making transportation equipment, including motor trucks, motor vehicle bodies and parts, was at a greater rate in February of this year than it was in January.

STERLING OFFERS TWO NEW HEAVY-DUTY UNITS

(Continued from Page 1)

is of chrome nickel steel, heavily cheeked and perfectly balanced. The oiling system is full pressure, while the governor is built in as an integral part of the motor.

The frame has 9-inch heavy channel beams with wood inlay, a patented Sterling feature which, it is claimed, reduces vibration and wear and tear of the truck, in addition to giving the frame added strength. Bolts are used throughout, instead of rivets. The steering gear is of the worm type, making the truck exceptionally easy to handle. The clutch is a heavy-duty Brown-Lipe with 14 driving disks and 14 driven disks. Westinghouse air brakes are used, having 146 square inches of braking surface on each rear wheel. The emergency brake is mounted on the propeller shaft, and in all, the truck has a total of 700 square inches of braking surface.

The transmission has four speeds, augmented by a Sterling patented auxiliary transmission of 9 extra speeds, giving the truck 12 forward speeds in all. The maximum road speed with load is 30 miles.

The front springs have fourteen leaves, 48x3 inches, and the rear twenty leaves 58x4 inches. The front axle is of I-beam construction, one-piece forging. The two rear axles are heavy duty Timken, worm drive and full floating. The front axle has a clearance of 13 inches, the 10 inches, I-beam radium rods form the means of propulsion.

Standard tire sizes are 40x8 inches front and 40x8 inches dual rear, both pneumatics. Wheel bases are optional.

The other model is known as the Sterling EWS-36. It is of the same design and construction as the EWS-40, but is of ten-ton capacity. The chassis weight is 13,300 pounds and the maximum total weight, with load, is 36,000 pounds. The motor size is proportionately smaller, having a 4 1/2-inch bore by 5 3/4-inch stroke, and 549 cubic inch displacement. It is rated at 98 horse power, governed at 1,850 r. p. m.

It also is equipped with a Sterling twelve-speed forward arrangement, and has a road speed, with load, of 33 miles per hour. The entire frame construction and tire sizes are the same as the EWS-40.

With these two heavy duty units added, the Sterling line is most complete, offering bevel gear units for light hauling, single worm gear units for medium-sized loads and rear four-wheel drive units for heavy hauling where speed is desired, also chain drives for the most grueling kind of work.

Mitchell Predicts Five Million Car Output for 1930

Miami, Fla., April 3 (UTPS).—W. Ledyard Mitchell, Detroit, vice-president of the Chrysler Corporation, who has been a winter guest at Miami Beach, states that approximately 5,000,000 automobiles will be produced in the United States during 1930.

He bases his estimate on the fact that today the country is using $6,000,000,000 worth of automobiles, and with economic standards now prevailing continuing in effect, the replacement of these cars year by year is a certainty as long as present standards of living remain.

Sale of Mortgaged Car Without Consent Of Mortgagee Upheld

Columbus, April 3.—An automobile dealer who sold an automobile on which he had given a mortgage to a finance company, with the acquiescence of the company inferred from prior transactions between the dealer and the company, but without the company's written consent prior to the payment of the amount of the mortgage as required by the express terms of the mortgage, was not guilty of selling mortgaged personal property without the mortgagee's consent in violation of an Ohio statute, the Supreme Court of Ohio has ruled.

The opinion states that the dealer as mortgagor agreed not to sell, use, exhibit, demonstrate or move the automobile from the place of storage without the mortgagee's written consent, and that the finance company had not consented in writing to the exhibition or the sale of the automobile.

The mortgage was referred to during the trial by witnesses for both the state and the defendant as a "floor plan" mortgage. A "floor plan" mortgage in the automobile trade is one which permits the dealer, it is explained, to exhibit the automobile covered by the mortgage and sell it from the salesroom floor without the express consent of the mortgagee.

The state objected to the admission of evidence as to such custom, and as to the prior dealings between the defendant and the finance company, on the ground that it varied the terms of the contract requiring written consent, and on the admission of such evidence filed exceptions to the Supreme Court.

The Supreme Court overruled the exceptions and held that the court did not err in admitting such evidence. It was necessary, the court declared, for the state to prove lack of consent of the mortgagee and intent on the part of the mortgagor to defraud, and the evidence of prior similar dealings between the parties tending to show that the defendant had sold other automobiles covered by similar mortgages without procuring the written consent required by the mortgage itself, but with the acquiescence of the mortgagee, was admissible to show consent and absence of intent to defraud.

GRAHAM VISITS MOBILE

Mobile, Ala., April 3 (UTPS).—Joseph Graham, president of the Graham Motor Corporation, on a tour of the South, was a recent visitor here. He stopped at a number of the gulf coast towns and resorts.

Senate Plans Hearings On Parker Bus Measure

(Continued from Page 1)

is felt, is necessary in view of the repeated assaults on the measure during the House debate on the ground that no demand on the part of the public was shown during the House committee hearings.

Senator Couzens and his colleagues intend to make a searching inquiry into the railroads' interest in the proposed bus legislation, and particularly the activities of Alfred P. Thom, general counsel in Washington for the railroads.

The committee will also consider the suggestions of the National Automobile Chamber of Commerce for amending the measure in relation to the scope of the administrative powers of the I. C. C., as at present left with the "throttle wide open" in the Parker bill.

THOMPSON PRODUCTS, INC., SALES SET NEW RECORD

Cleveland, April 3.—Sales of Thompson Products, Inc., for first quarter exceeded those of all corresponding periods in history of the company, with the exception of 1929, C. E. Thompson, president, stated:—

"Earnings report will not be ready for two weeks, but it is expected net profit will be in proportion to sales volume. Using last year's record figures as a basis, present sales are 85 per cent. of normal despite the fact that the industry is operating at a much lesser rate. This reflects the excellent position of the company within the industry."

SPARKS from DETROIT

* * *

Detroit Sprouts Wings

* * *

Student Drivers or Driving Students

* * *

Russell Huff Dies

* * *

Fred Kingsbury—Detroit Editor

DETROIT is making great preparations for its annual aircraft show, which will be held this year at the Detroit City Airport, instead of Convention Hall, where all these expositions were formerly held. Last year more than 100 planes were exhibited and this year the number will run well over 150. An attendance record of close to 200,000 is anticipated.

The industry has been demanding an aircraft show located at an airport, and Detroit is giving it to them, and is the first city to offer such advantages on a scale suited to an exposition of national proportions.

Planes have been arriving for the last week to be placed on exhibition.

* * *

Students at the University of Michigan, at Ann Arbor, are having a hard time of it, because Walter B. Rea, assistant to the dean of students, has clamped the lid down tighter against students owning and driving motor cars while attending college. However, it is believed the majority of the 10,000 students obey the rules. Additional enforcement officers were recently placed on duty and they are keeping a close watch on all of the students.

* * *

RUSSELL HUFF, for many years chief engineer with Packard and later with the Dodge organization, is dead. He passed away several days ago, in Florida, after a prolonged illness. From 1900 to 1916 he was identified with Packard as chief engineer, and went to the Dodge company, where he remained until 1926. When he resigned he was vice-president in charge of engineering. In 1916 he served as president of the Society of Automotive Engineers.

* * *

LOST—one elephant—and police of Pontiac, Mich., are seeking a trail. Perhaps we shouldn't say lost, because it was stolen, and there are no clues to the robbers and no trail to follow.

The other night a desk sergeant was startled when a woman's voice, going over the wire to police headquarters in Pontiac, reported the lost elephant.

While it is not a real live elephant, it is one that weighs 250 pounds and is valued at $250. This ornamental stone figure, with two ivory tusks, stood in the lobby of an apartment house, and some one carried it away in the early hours.

* * *

At the present time there are between 5,000 and 6,000 wild geese "boarding" at Jack Miner's bird sanctuary, near Kingsville, Ont., a short distance from Detroit, and, as the great convention of wild fowl will last until about April 15, large numbers of people from Michigan and Detroit are visiting the place to see them. Naturally, every one travels to Kingsville by automobile.

* * *

E. T. STRONG, president and general manager of the Buick Motor Company, is back in Flint, after a visit through Western states. He says he is firmly convinced, after this trip, that there will be a decided increase in business during the spring months in all lines of American industry.

* * *

Dodge is expanding its dealer organization in Detroit. Thomas J. Doyle, distributor, has just appointed the Castle Motor Sales, headed by C. C. Castle, as a new dealer.

* * *

THE Peerless-Detroit Corporation has just been organized and will act as distributor for Peerless Automobiles in this district. The company is headed by L. L. Quinn, president and general manager, and L. G. Wegener as vice-president in charge of service. The showroom is located in the Woodward Avenue district of automobile row.

KETTERING ON COMMITTEE TO AWARD CLAUSEN MEDAL

Dayton, O., April 3 (UTPS).—Charles F. Kettering, general director of the General Motors Research Corporation, has been appointed on a committee of ten to select the citizen of the United States who in 1929 performed the most distinguished service for the advancement of social and economic welfare of the engineering profession and humanity at large.

The originator of the award, which is in the form of a medal, called the Henry W. Clausen medal, is H. A. Wagner of Chicago. The medal is of gold and is to be given annually by the Association of American Engineers.

ASSOCIATION'S CO-OPERATIVE ADS. PAY DIVIDENDS

SELL USED CARS UNDER NEW PLAN

Statement to Public and Trade Name Featured

By E. V. BILLSTONE

DISPOSING of used cars effectively through a co-operative advertising campaign has proved highly successful for the member firms of the Jamestown (N. Y.) Automobile Dealers' Association. The association, only a few months old, has done much to educate the public of Jamestown and southwestern New York on the vital points to be taken into consideration on the purchase of a used car.

A full page ad., a reproduction of which is shown, is used in the two daily papers twice a week, in the morning paper on Tuesdays and in the evening paper on Fridays. Prominent location has been contracted for. Before the inauguration of the full-page ad. plan, the various dealers were using the classified advertising columns every day in the week. Now, however, advertising in the classified section by member dealers has been done away with almost entirely and group advertising, which presents a better appearance and a more effective way to advertise the used cars, has been put into vogue. In each ad. there appears a "statement to the public," urging the prospective customer to buy with confidence from a member of the association.

A feature of the ad. is the use of the association's trade name, which, abbreviated reads "J-A-D-A." One official of the association called attention to the fact that the trade association name sounded more like the title of a once popular song than an automobile dealers' association.

In its appeal to the public the Jamestown Automobile Dealers' Association is trying to establish the idea that the purchase of a used car rests upon a foundation of confidence and that the more prominent merchants of the community have banded together for the purpose of placing the used car on the same high standard of honesty and integrity as that enjoyed by the new car business.

"You may, therefore, purchase a used car from any dealer listed on this page with a feeling that you will receive maximum unused mileage at a minimum cost and that every car will be as represented," reads the introduction to the latest ad. of the association, closing with "Buy with confidence from a member of the Jamestown Automobile Dealers' Association."

"Maximum unused mileage at minimum cost," a good slogan for a reliable dealer in used cars to adopt.

TAKES USED CARS OUT OF PRICE HAGGLING CLASSIFICATION

TAKING used car sales out of the haggling classification by plainly marking all cars as to price and "toning up" the salesroom has been adopted as a merchandising policy of the Waterbury (Conn.) Buick Company's used car division. Large yellow cards bearing the price in large letters are attached to the windshield of every car in the main salesroom of the division. The cars are arranged and handled as if they were new stock.

As proof of the success of this policy John C. Stothart, used car division manager, says that sales from October 1, 1929, to the present have been greater than during any previous year in the same period. Used cars are too frequently handled in a perfunctory fashion, Mr. Stothart says, explaining that by first class reconditioning of all cars in the $300 and above price range and tasteful arrangement in the salesroom as though they were new machines, the stigma generally attached to used cars as "junk" can be largely removed.

Three to four cars, never more, are featured in classified advertising in the daily papers, and are changed daily, with change of models and price ranges. This daily change policy enables the dealership to bring the same number of used car buys before the public with more effective presentation than would be possible where "buried" in a long list in small type.

Occasionally a "cut price if no trade" card appears on one or more of the cars displayed in the used division's salesroom. On one occasion this stunt was tried successfully in connection with a "get acquainted sale." The card conveys the information that if another machine must be accepted in trade, the price will be proportionately higher.

Cars in the $200 and under class are not reconditioned by the Buick dealership, according to Mr. Stothart. They are handled in a space removed entirely from the new and reconditioned divisions.

New Car Sales in New Hampshire Show Gain

INCREASE 3.9% IN FIRST 2 MONTHS

Chevrolet's Gain 50% In February; Fords Increase 9.7%

NEW YORK, April 3.—New car registration in New Hampshire for the first two months showed an increase of 3.9 per cent., while February's registration was 7 per cent, under the same month last year, with a difference of twenty-seven units.

Chevrolet's gain in February was 50 per cent., and, for the two months, 76.5 per cent. Ford had a gain of 9.7 per cent. in February and 19.2 per cent. in the two months. Buick, De Soto and Erskine also increased their February registrations.

The February registration for New Hampshire, compared with the same month last year, showing percentage gain or loss, follows:

	1930	1929	Per C't. or Loss Gain
Auburn	1	..	..
Buick	14	10	40
Chevrolet	108	72	50
Chrysler	6	6	..
Cord	1	..	..
De Soto	13	7	85.7
Dodge	7	10	*30
Durant	2	6	*66.6
Erskine	6	5	20
Essex	11	36	*69.4
Ford	136	124	9.7
Franklin	1	2	*50
Graham	1	4	*75
Hudson	4	10	*60
La Salle	1	..	..
Marmon-R'sevelt.	1	..	..
Nash	8	15	*46.6
Oakland	3	4	*25
Oldsmobile	5	12	*58.3
Packard	3	6	*50
Plymouth	2	4	*50
Pontiac	8	15	*46.6
Reo	1	2	*50
Studebaker	6	10	*40
Whippet	2	16	*87.5
Willys	5	..	..
Willys-Knight	2	..	..
Miscellaneous	..	9	..
Totals	358	385	*7

*Loss.

The two months' registration for New Hampshire, compared with the same period in 1929, showing percentage of gain or loss, follows:

	1930	1929	Gain or Loss
Auburn	1	..	..
Buick	18	12	50.0
Chevrolet	150	85	76.5
Chrysler	9	8	12.5
Cord	1	..	..
De Soto	15	8	87.5
Dodge	9	13	*30.7
Durant	4	7	*42.8
Erskine	8	7	14.3
Essex	15	45	*66.6
Ford	186	156	19.2
Franklin	1	2	*50.0
Graham	1	5	*80.0
Hudson	5	12	*58.3
La Salle	1	..	..
Marmon-Roosev.	1	..	..
Marquette	2	..	..
Nash	9	17	*47.1
Oakland	3	5	*40.0
Oldsmobile	8	13	*38.5
Packard	3	8	*62.5
Plymouth	3	4	*25.0
Pontiac	11	15	*26.6
Reo	2	2	..
Studebaker	7	10	*30.0
Whippet	2	20	*90.0
Willys	5	..	..
Willys-Knight	5	..	..
Miscellaneous	..	12	..
Totals	485	467	3.9

*Loss.

Maine Car Sales Off in February

The new car registration for Maine in February decreased 24.9 per cent. from the same month in 1929, while for the first two months the loss was 23.8 per cent. Chevrolet had a gain of 6.8 per cent. and Ford a loss of 15.6 per cent. in February, while in the first two months Chevrolet recorded a gain of 23.2 per cent. and Ford a loss of 7.6 per cent.

The February registration for Maine, compared with February, 1929, showing percentage gain or loss, follows:—

	1930	1929	Pct. Gain
Auburn	..	1	..
Buick	13	25	*48.0
Cadillac	4	4	..
Chevrolet	109	102	6.8
Chrysler	8	7	14.3
De Soto	5	3	66.6
Dodge	13	16	*18.8
Durant	1	6	*86.6
Erskine	2	1	100.0
Essex	33	58	*43.1
Ford	108	128	*15.6
Franklin	2	3	*33.3
Graham	3	2	50.0
Hudson	13	11	18.2
Hupmobile	5	3	66.6
La Salle	3	4	*25.0
Marmon-Roosevelt.	..	3	..
Marquette	3	..	..
Nash	6	24	*75.0
Oakland	7	4	75.0
Oldsmobile	13	9	44.4
Packard	3	6	*50.0
Peerless	..	2	..
Pierce-Arrow	1	..	..
Plymouth	3	11	*72.7
Pontiac	12	28	*50.0
Reo	..	5	..
Studebaker	4	8	*50.0
Whippet	1	30	*96.6
Willys	8	..	..
Willys-Knight	2	3	*33.3
Miscellaneous	..	6	..
Totals	385	513	*24.9

*Loss.

The registration for Maine in the first two months, compared with the same period in 1929, showing percentage gain or loss, follows:

	1930	1929	Per C't. or Loss Gain
Auburn	1	1	..
Buick	19	46	*58.7
Cadillac	5	6	*16.6
Chevrolet	175	142	23.2
Chrysler	11	18	*38.8
De Soto	6	8	*25
Dodge	15	20	*25
Durant	2	10	*80
Erskine	3	2	50
Essex	48	93	*48.4
Ford	182	197	*7.6
Franklin	2	4	*50
Graham	4	2	100
Hudson	17	18	*5.5
Hupmobile	6	3	100
La Salle	3	10	*70
Marmon-R'sevelt.	1	4	*75
Marquette	4	..	..
Nash	14	40	*65
Oakland	9	6	50
Oldsmobile	17	11	54.5
Packard	8	9	*11.1
Peerless	1	3	*66.6
Pierce-Arrow	2	..	..
Plymouth	6	18	*66.6
Pontiac	17	32	*46.9
Studebaker	6	10	*40
Whippet	1	49	*97.9
Willys	12	..	..
Willys-Knight	2	4	*50
Miscellaneous	..	20	..
Totals	599	786	*23.8

*Loss.

KENTUCKY LICENSE PLATES

Frankfort, Ky., April 3.—Gov. Flem D. Sampson today signed the bill passed by the 1930 session of the Legislature, providing for the manufacture of automobile license tags for Kentucky in the reformatory in this city. It is estimated that it will save the state $70,000 annually. The bill provides for an appropriation to buy the machinery to start the plant in operation.

New Dealers Appointed

PENNSYLVANIA

Studebaker-Erskine — William F. Guth, Inc., Macungie; Main Street Garage, Mansfield.

Gardner — Daniels, Northway & Burdick, Bradford.

Durant — Central Garage, Bentleyville; North Side Garage, Ellwood City; L. C. Christie, Hartstown; Phillips & Hopkins, West Middlesex.

Nash—John H. Glatty, Carnegie; Lynnwood Garage, Turtle Creek; Hoffman Nash Company, McKees Rocks; Christman's Garage, Weissport; Penn Colonial Garage, Tyrone; C. J. Kuntz Garage, Jeannette.

Auburn — Valley Motor Company, Tarentum; Kirby Davis Company, Kingston; Corbit-Schaeffer Company, Reading; C. C. Bickel, Pottstown.

Marmon-Roosevelt—Notle Brothers Company, Corapolis; George M. Brelsford, Muncy.

SOUTH CAROLINA

Marmon-Roosevelt — J. F. Berry Motor Company (distributor), Greenville.

SOUTH DAKOTA

Graham-Paige—W. A. League, Platte; Simmons Auto Company, Flandreau.

Studebaker - Erskine — Martins Service Station, Kimball; Paul Schelske, Kaylor.

UTAH

Studebaker-Erskine — Cedar Motors Company, Cedar City; Highway Garage, Kanab; Winchester Service Station, Tremonton.

Auburn—A. B. Worsley Company, Provo.

Automotive Daily News

"Of, By and For the Entire Automotive Industry"

Published Every Day Except Sunday and Monday by
AUTOMOTIVE DAILY NEWS PUBLISHING CORPORATION,
350 Hudson St., New York, N. Y.
O. J. Elder, President. H. A. Tarantous, Vice-President. Alexander Johnston, Secretary.

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Circulation—Net paid Average over 10,000 daily guaranteed. Member A. B. C.

FRIDAY, APRIL 4, 1930

ADVERTISING AND BUSINESS HEADQUARTERS

2716 Graybar Bldg., New York, N. Y. Telephone LEXington 6388
Harry A. Tarantous, Business Manager. J. Edward Schipper, Eastern Manager. George M. Slocum, Manager Detroit Bureau, 427-8 Fisher Building, Detroit, Mich., phone Empire 3500; Willard R. Cotton, Western Manager, 333 North Michigan Ave., Chicago, Ill., phone Central 5936; Metz B. Hayes, New England Manager, Little Building, Boston, Mass.; Blanchard, Nichols & Coleman, American National Bank Building, San Francisco, Cal.; Lincoln Building, Los Angeles, Cal.; 1037 Henry Building, Seattle, Wash. **Address ALL advertising and business correspondence to 2716 Graybar Building, New York City.**

EDITORIAL DEPARTMENT

350 Hudson St., New York, N. Y. Telephone CANal 1000
Alexander Johnston, Editor. William C. Callahan, News Editor. Detroit Bureau.—Fred Kingsbury, Editor, 427-8 Fisher Building, Detroit, Mich., phone Empire 3500. Contributing Editor, John C. Wetmore.

Mail subscriptions to **CIRCULATION DEPARTMENT**—C. H. Wilson, Manager.

1926 Broadway, New York, N. Y. Telephone TRAfalgar 4500
Subscription Rates—One year, $12.00; two years, $20.00, for United States and Canada. To Foreign Countries—One year, $15.00; two years, $26.00. Single copies, 10 cents.

Service Swings Upward

LAST fall, when the stock cyclone hit us with its full fury, a good many students of the automotive business told us that while new car sales in 1930 were going to run below the levels of last year, service was going to be simply dandy because so many people were going to run their cars longer than they ordinarily would. This prophecy has been somewhat discounted by the actual march of events. New car sales are by no means so bad as our "raven birds" would have persuaded us. For the first quarter of 1930 sales are off perhaps 17 or 18 per cent. under the altogether abnormal level of last year. As a matter of fact, this is merely a healthy decrease. If business develops as it seems to be doing the other three-quarters, somewhere along the line not necessarily in the second quarter, will probably show increases over similar periods of 1929. This would mean a more even distribution of sales, not cramming them all into into the first half, as happened last year and this is a condition for which the industry devoutly has been hoping.

On the other side of the prophecy, service business fell off exactly as new car sales did. The service business during the late fall and early winter fell off to a whisper. Vehicle owners have waited for the approach of spring to order necessary jobs to meet the active operating season. During this first quarter of 1930, service receipts have generally been below the 1929 levels.

However, this newspaper recently asked its correspondents in a number of key cities to investigate the service branch of the industry. Without exception the replies came back from prominent service managers in these cities that service business is beginning to swing upward. In some cases it has passed the 1929 levels.

An Important Case

OUT in the United States District Court in Tacoma Wash., there has just been filed a case that bids fair to hold considerable interest for dealers in other sections of the country. The Federal government has filed action against the Kelso Buick Company of Kelso, Wash., charging this organization with negligence in selling a used motor car to a known offender against the liquor law.

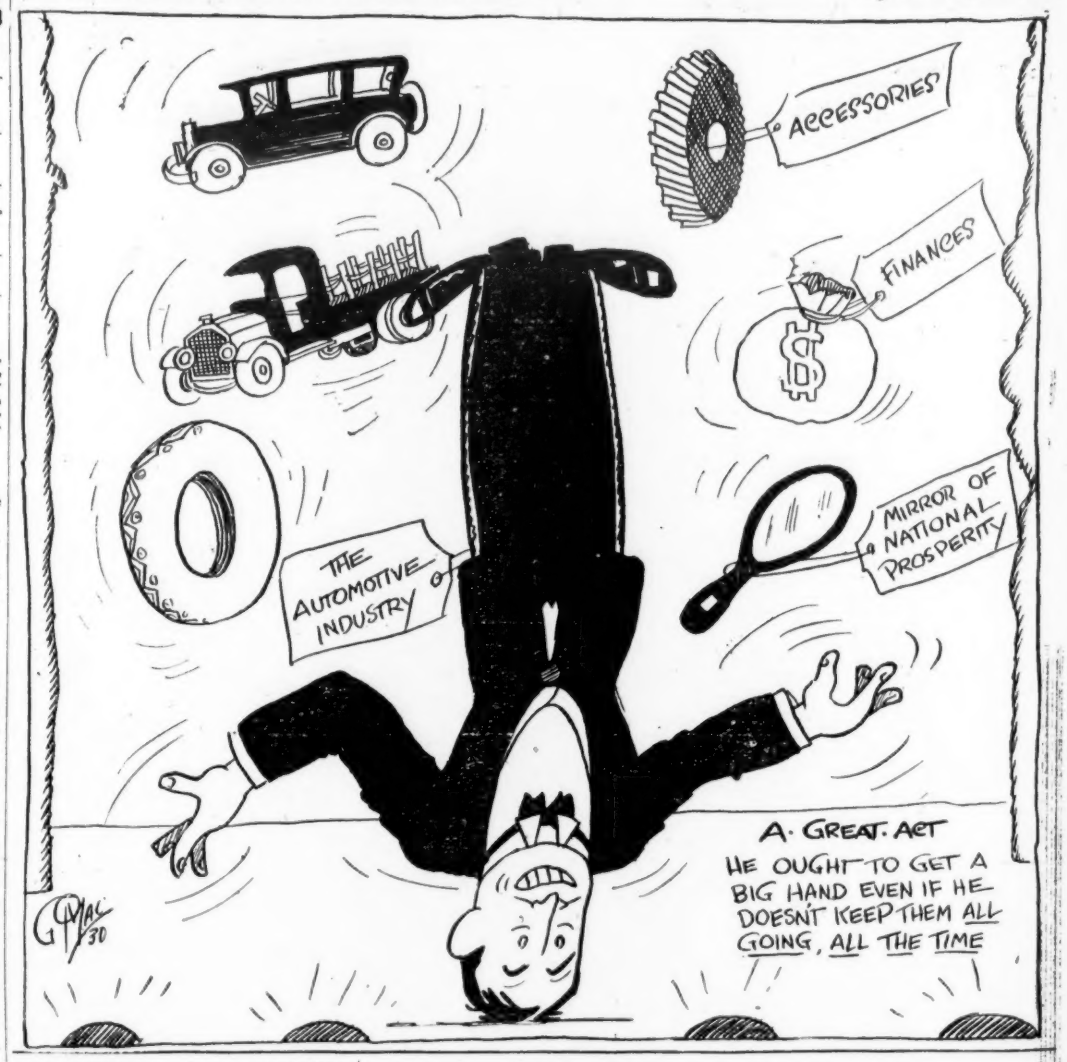
It seems that the Kelso Buick Company sold a used car and the government claims that the manager of the concern was aware that the purchaser was commonly understood to be a violator of the liquor law. The Federal attorney bases his claim of negligence on this fact.

But the Kelso Buick Company had turned over its equity in the car to General Motors Acceptance Corporation of Portland, Ore., and this organization is made a codefendant in the action.

Both seller and acceptance corporation deny that they knew the motor car would be used for an illegal purpose and claim immunity for the vehicle.

This question of how far the seller of a motor vehicle can be held accountable for the conduct of his customer is a very important one for the dealer contingent. A narrow interpretation of the law would force every dealer to have a private detective bureau in connection with his business. The United States courts recently have tended to take a more common-sense view of this problem. Every decision relieving the seller of a car of the necessity for making a lifelong investigation of every customer who wants to buy a car established another precedent in Federal courts for the sensible interpretation of a difficult law.

Here and There in the Trade Headlines— By MacConachie


ACCESSORIES
FINANCES
THE AUTOMOTIVE INDUSTRY
MIRROR OF A NATIONAL PROSPERITY
A· GREAT· ACT
HE OUGHT TO GET A BIG HAND EVEN IF HE DOESNT KEEP THEM ALL GOING, ALL THE TIME
G MAC '30

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912.

Of Automotive Daily News published daily except Sunday and Monday at New York, N. Y., for April 1, 1930.

STATE OF NEW YORK, } ss.
COUNTY OF NEW YORK }

Before me, a notary public in and for the state and county aforesaid, personally appeared H. A. Tarantous, who, having been duly sworn according to law, deposes and says that he is the business manager of the Automotive Daily News and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 411, Postal Laws and Regulations, printed on the reverse of this form, to wit:—

1. That the names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Automotive Daily News Publishing Corporation, 1926 Broadway, New York; editor, Alexander Johnston, 350 Hudson St., New York city; managing editor, none; business manager, H. A. Tarantous, 2716 Graybar Building, New York city.

2. That the owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 per cent. or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a firm, company, or other unincorporated concern, its name and address, as well as those of each individual member, must be given.) Automotive Daily News Publishing Corporation, 1926 Broadway, New York, N. Y. Stockholders: Macfadden Publications, Inc., 1926 Broadway, New York, N. Y. Stockholders in Macfadden Publications, Inc.: Bernarr Macfadden, Linden Avenue, Englewood, N. J.: O. J. Elder, 276 Harrison St., East Orange, N. J.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent. or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company, but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest, direct or indirect, in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is 10,941. (This information is required from daily publications only.)

H. A. TARANTOUS,
Business Manager.

Sworn to and subscribed before me this 1st day of April, 1930.

[Seal] WESLEY F. PAPE,
Notary Public

(Queens Co. Clerk's No. 12
5241. Cert. filed in New York Co. Clerk's No. 81, Reg. No. 1192. Commission expires March 30, 1931.)

Ask Us To Tell You—

IN presenting this service department, The Automotive Daily News is actuated by the desire to help its readers solve their problems, whether these are merchandising, technical or in the field of general automotive information. We shall be glad to have our readers ask us any questions pertaining to the automotive field.

In some instances readers may desire information which will require an expenditure of money to secure, and in such cases we shall be glad to get the desired data at the least possible cost, or we shall inform our readers where they may obtain it most economically and expeditiously.

In cases where the reader desires an immediate reply, we would suggest that he inclose a self-addressed and stamped envelope. Other inquiries will be printed in the paper from day to day in the order in which they are received.

LAMINATED STARTING MOTOR

QUESTION: Will you be kind enough to advise me if there is any car currently manufactured which uses a starting motor in which the iron field circuit is completely laminated?

ANSWER: The specifications of passenger cars manufactured in the United States, which are supplied to us by the manufacturers themselves, do not show any current model equipped with a starting motor such as described above. It is our opinion that no cars are being produced with such equipment.

A PLUGGED MUFFLER

In a recent question J. S. of Little Rock, Ark., complained that he had a car in his shop which would not develop over thirty-five miles an hour. He asked for suggestions for overcoming this difficulty. He stated that he had checked the timing and several other parts of the car which he thought might cause the trobule and had found them to be O. K. This column suggested that he check the butterfly valve of the carburetor. Today we have the following communication which we believe may prove of additional value.

Editor Automotive Daily News:

Referring to your "Ask us to Tell You" column of April 1, I think it would be a good idea to suggest to J. S. of Little Rock, Ark., to run his car with the muffler disconnected.

Had similar trouble once and discovered after several days the trouble was a plugged muffler.

H. J. HOUPERT, Rye, N. Y.

QUESTION: We would like to have the following questions answered: What was the opening price of the Ford Model "A" January 1, 1928, by model, on what date did they increase their price in the spring of 1928 and what was this increase by model?

How many four-cylinder cars were manufactured and how many six-cylinder cars were manufactured in the year of 1929?

We wish to say in passing that we look forward every morning for the Automotive Daily News, as it contains a great many things of interest for the automobile merchant.

Thanking you very kindly for answering our above questions.

ROY F. SWANEY, Inc.
Mansfield, O.

CORRECTION

In a story appearing on page 3 of Automotive Daily News yesterday John C. Wetmore stated that January sales this year were only 3.5 per cent. below the average January sales during the past four years. This figure should have been 2.1 per cent. below the average January sales during the past four years (180,094-183,798). The falling off from normal was but 3,704 sales.

COMING EVENTS

APRIL

5—New York-American Society of Mechanical Engineers. Fiftieth anniversary celebration.
7-12—Asbury Park, N. J.—Automobile Show.
8- 9—Washington, D. C. American Society of Mechanical Engineers. Fiftieth anniversary celebration.
8- 9—Detroit, Mich.—Society of Automotive Engineers. Aeronautic meeting at Book-Cadillac Hotel.
12-27—Milan, Italy. Italian International Automobile Show.
24-25—Cleveland, O. National Petroleum Association meeting.
28-May 3—Henderson, N. C. Automobile Show.

MAY

1-10—Melbourne, Australia. International Motor Show.
8—New York. Society of Automotive Engineers, aeronautic meeting.
23-27—Atlantic City, N. J. American Society for Testing Materials annual meeting.
25-29—French Lick Springs, Ind. Society of Automotive Engineers' summer meeting.
29-July 13—Posen, Poland. International Motor and Transport Show.
30—Indianapolis, Ind. Automobile Race.

JUNE

2-12—Paris, France. Automobile Salon.
16-25—London, England. Olympia Motor Show.

NOVEMBER

10-14—Cleveland, O. Motor and Equipment Association Show.

PRODUCTION *and* ENGINEERING DAY—April 19

in

Automotive Daily News

2500 BONUS CIRCULATION

Tell your story to automotive Engineers, Production Men, Plant Engineers, Shop Superintendents, Purchasing Agents and Safety Engineers in this issue.

A large portion of the issue will be edited, printed and designed for them.

Descriptions of the latest machine tools.

Latest news of improved production methods.

Features written by leading plant men themselves.

Stories of production accomplishments in automotive plants.

This valuable material will appear in the April 19th issue, in addition to news of all branches of the industry and up-to-the-minute passenger and commercial car registrations.

No Rate Increase

Automotive Daily News

H. A. TARANTOUS, *Bus. Mgr.*

GRAYBAR BUILDING, NEW YORK CITY

CHICAGO OFFICE
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DETROIT OFFICE
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EASTERN OFFICE
J. Edward Schipper, Mgr.
Graybar Building
New York City

BOSTON OFFICE
Metz B. Hayes, Mgr.
Little Building
Boston, Mass.

PACIFIC COAST
Blanchard, Nichols & Coleman
Am. Nat. Bank Building
San Francisco, Cal.

Production--Engineering--Factory

INDIANA S. A. E. TO DISCUSS ROUND ENGINES APRIL 10

Indianapolis, Ind., April 3.—At the April meeting of the Indiana section, Society of Automotive Engineers, to be held April 10, "round engines" will be the main topic of discussion.

E. S. Hall, engineer of the Michell Engine Company of Australia and New York, an authority on this type power plant, has been billed as the principal speaker and will enlighten Hoosier motor men with a lecture illustrated by slides.

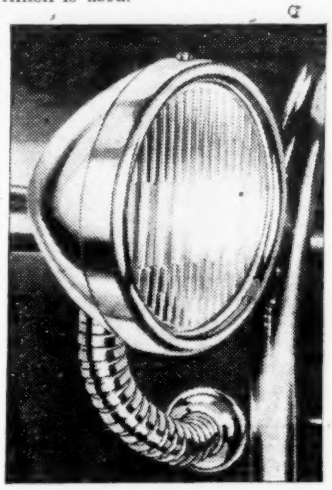
BUILT just the way you would like to build them for your own use.

WISCONSIN AXLES

WISCONSIN AXLE CO.
Oshkosh Wisconsin

TIFFANY ANNOUNCES NEW COWL LAMP FOR 1930 FORD

A new cowl lamp for Ford cars has been designed by the Tiffany division of the Connecticut Telephone and Electric Corporation, Meriden, Conn. This lamp harmonizes with the standard headlight equipment of the new 1930 Model A Ford cars, and a chromium finish is used.

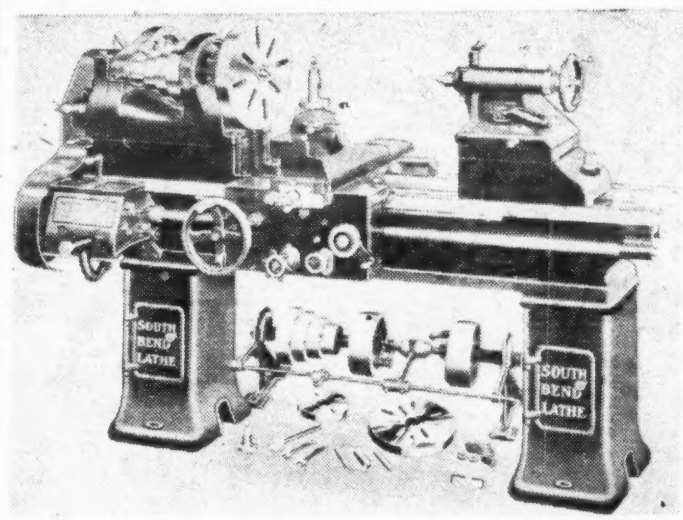


To install the lamp, it is only necessary to drill a ⅝-inch hole. The lamp is put in place, lock nuts are drawn up from the inside, and the wires, which are already attached, are brought up to the special switch to complete the installation.

The list price is $9.00 for the set of two lights complete with wiring and switch.

NATIONAL LOCK WASHER ADDS TO PLANT SPACE

Newark, N. J., April 3.—The National Lock Washer Company of this city has leased additional space at 44 Malvern St., corner Jefferson Street, from the Standard Metal Manufacturing Company. The space comprises a floor area of approximately 10,000 square feet.



SOUTH BEND LATHE WORKS ADDS NEW SWING LATHE

THE 16-24-inch new model South Bend large swing lathe illustrated above is designed for machining work of large diameter on which only light cuts are taken.

This lathe is a regular 16-inch lathe fitted with raising blocks to increase the swing from 16¼ inches to 24¼ inches over the bed. The raising blocks are firmly fitted under the headstock, tailstock and compound rest. It will be noted that the compound rest raising block is graduated on the base so that the tool can be fed to the work at any angle desired. It is fitted with automatic cross and longitudinal feeds and is especially built for the cutting of screw threads.

The large swing lathe is made up to meet the requirements of a great many small plants which do machine work of large diameter (light cuts), also for machine shops, repair shops, service stations and general all around machine work. By using a special form of turning tool a flywheel 24 inches in diameter can be machined on its face. A roll of 16 inches in diameter can be machined between centers for its entire length, as a roll of that size will swing over the saddle.

The 16-inch large swing lathe may be fitted with lathe chucks, drill chucks and other attachments which make possible a great variety of work. It can also be supplied with countershaft drive or silent chain motor drive. It can be had in any length bed from six to twelve feet.

The features of the regular 16-inch South Bend lathe, as described in the catalogue No. 91-A, published by the South Bend Lathe Works, South Bend, Ind., apply to the large swing lathe.

SPRINGFIELD UPHOLSTERY MOVING TO NEW PLANT

Springfield, Mass., April 3.—Springfield Upholstery Works is moving its plant from 224 Worthington St. to the Bullock Building, in Harrison Avenue, where space has been leased on three floors. This change gives the company about double the floor space of the old location.

MUELLER ENGINEERING ADDS 6 HEAVY DUTY HYDRAULIC JACKS

Mueller Engineering Works, Racine, Wis., has added six new hydraulic truck jack models, ranging in size from three tons, No. 75-A, to seven tons, No. 100-A.

These Muellers are called one-man jacks, due to the handle operating lever, which is above the center of the jack, with improved sled base, thus insuring perfect balance in placing the jack in position and preventing tipping. Furthermore, the jack is under control through the handle at all times. The automatic release valve enables the jack to be lowered without taking the handle off the operating lever.

A special Mueller designed overloading feature in each jack permits overloading to 20 per cent. of capacity so that no damage occurs to the jack, in case a load is placed beyond the rated capacity. Each and every Mueller jack is rated and tested to capacity as listed above.

The exceptional lowness of nine inches and the extreme lift of 6¼ inches, plus 3-inch screw extension, makes these jacks adapted to the low front axles with large balloon tires.

Prices range from $17.50 to $25.00.

Used especially for trucks and buses, in the garage and shop, for wheel and axle alignment, tire changing, wheel pulling, spring compressing and general all round lifting, lowering and pushing.

INGERSOLL STEEL SALES SET RECORD IN FEBRUARY

Chicago, April 3.—Sales of the Galesburg division of the Ingersoll Steel and Disc Company, subsidiary of Borg-Warner Corporation, were larger in February than in the corresponding month of any previous year, C. S. Davis, president of Borg-Warner, said today. This year's sales were 9 per cent. ahead of February, 1929, and 63 per cent. ahead of February, 1928. The Galesburg division manufactures coulter and clutch discs and steel forgings and stampings for the agricultural, tractor and automotive industries.

Cumulative New Commercial Car Registration Table, Feb., 1930

Returns for today: California, Indiana, Maine, Michigan, Ohio and Vermont.

Some of this data has been published previously, but it is given here complete for the convenience of our subscribers.

Figures in this table are from R. L. Polk & Co. of Detroit, with the exception of Illinois, which are supplied by the Robinson Advertising Service, Springfield, Ill., and New Jersey, which are furnished by the New Jersey Motor List Co., New Car Division, Trenton, N. J. Readers desiring county, city or town lists, or lists of owners in any given section, may obtain these by addressing any of these three companies.

Commercial Car Registrations do not include buses.

States	Autocar	Brockway-Indiana	Chevrolet	Diamond-T	Dodge	Dover	Fargo	Federal	Ford	G. M. C.	International	Mack	Pierce-Arrow	Relay	Reo	Republic	Rugby	Sterling	Stewart	Studebaker	Whippet	White	Willys	Willys-Knight	Miscellaneous	Totals	States
Arizona			51		13				91	3	5	1			4											168	Arizona
Arkansas		1	101		10			1	126		25									1	1		2			268	Arkansas
California	8		342	1	96	3	10	12	1005	33	27	21		1	62	3	3	16	4	11	4	15	2		84	1763	Calif.
Conn.	1		86	12	24	5	2	3	162	4	18	8		1	16				8	2	1	4		1	7	365	Conn.
Delaware	3	3	37		2				39	1	3	1			5										2	96	Delaware
Florida		10	253		19	2		3	393	6	31	5			12		1				8	8	1		3	755	Florida
Idaho	1		36		4				52	2	3				4		1				1	1				105	Idaho
Illinois	10	12	676	87	88	1	21	20	747	21	217	16			35	4	3	10	4	29		16		3	121	2141	Illinois
Indiana	26		440	10	54	1	4	3	489	28	88	1		4	21		1		10	9	9	5	12	2	4	1221	Indiana
Maine			72		8	1			59		6	1			7			2			1		1		1	159	Maine
Maryland	12	5	139	3	11	1	1	3	212	3	17	3			8	2		1	3	1	1	8	2		16	452	Maryland
Michigan	3		354		33	5	6	5	713	29	41	2		1	21	7			1	2	2	4	4	1	17	1251	Michigan
Minnesota		3	122	1	22	1	2	8	279	10	47	4		1	12	1	2			2	7	5	6		1	536	Minnesota
Missouri	6	9	769	28	104		8	29	954	45	142	10		2	47	1	7	3	1	5	28	29	14	4	39	2284	Missouri
Montana			57		9		1		117	6	37	1			1					1	1					231	Montana
Nevada			7		3			1	24	5	2														1	43	Nevada
N. Hamp.		3	23		6			1	35		3				1				1					1	1	75	N. Hamp.
New Jersey	7	18	313	18	56	1	3	5	439	17	19	26			16		3	4	1	2	1	10		3	38	1000	N. Jersey
N. Mexico			38		1				39	1	4										2		1			86	New Mex.
N. Carolina	2		201		15	1	1		196	6	17	2			1		2				3	1	2	1	1	452	Nor. Car.
N. Dakota			38		2		2		41	1	29				4					1	2		3			123	Nor. Dak.
Ohio	18	4	350		52	6	4	3	557	15	73	5		2	30	1	4		8	4	16	35	5	3	29	1224	Ohio
Oregon		1	78		21		2	5	170	6	13	8			6	2	3	1		2	2	3		1	7	331	Oregon
Penn'vania	21	32	480	7	112	3	10	10	808	53	94	43		8	38	5	7	9	39	4	22	25	5	4	33	1872	Penna.
Rh. Island	8	1	27		9			1	58	4	5	3			6							4			1	127	Rh. Island
S. Carolina			101		2	1	2	1	107	1	10	1				1	2					1				230	South Car.
S. Dakota		1	96		12		1		105	3	65	2			11		1			1			7	1	6	312	S. Dakota
Utah			27		3				59	1	11	2			5							1				109	Utah
Vermont		1	27		4			1	35	2	3				2						4	1				80	Vermont
Virginia		5	377		20		1	3	318	9	36				9	2	1		3		2	4	9	5	12	816	Virginia
Wash'ton			86		12		5	2	164	7	24	2			4		5	2		2		5	2		19	341	Wash'ton
W. Virginia			90	1	14		2	1	123	7	11				7	1				2	3	3			2	267	West Va.
Wisconsin		1	277	6	26		5	4	310	14	42	1	1		16	1	2	8	4	3	4	1	7		15	748	Wisconsin
Totals	126	110	6171	174	867	32	93	125	9026	343	1168	169	1	20	411	31	48	56	87	84	125	189	85	30	460	20031	Totals

Illinois New Car Sales In March Increase 47%

(Continued from Page 1)

New car registrations in Illinois for the first quarter of 1930 were 47,172, as compared with 53,772 in the corresponding period of last year, a falling off of 12 per cent. This is considered a favorable sales situation in that state, in view of the fact that the drop was less in each of the first three months than had been anticipated. Estimates that the business in new cars in the first quarter would decline 20 to 25 per cent. were freely made at the beginning of this year.

Not only have the dealers done a surprisingly good business in new car sales, but they made a highly successful drive to clear their stocks of used cars in preparation for the spring buying season.

Outstanding among the increases in sales for the first three months over the first quarter of 1929 are those set up by Ford and Chevrolet. Ford's sales of 17,625 in the 1930 period, compared with 15,842 in the corresponding period of 1929, a gain of 1,783 units, or 11 per cent.

Chevrolet made an even better percentage gain, its 1930 sales amounting to 11,310, as against 9,588 in the first quarter of 1929, a gain of 1,722, equivalent to 17 per cent.

Other makes of cars to show gains in sales in the first quarter over last year were Plymouth, 25; Hupmobile, 23; Marmon, 236; Erskine, 71; Peerless, 87; Franklin, 40, and Pierce-Arrow, 62.

Ford registrations in March showed a gain over the corresponding month of last year, but Chevrolet fell a little below a year ago. Ford sales were 8,112, as against 6,699, while Chevrolet's March registrations were 4,754, as against 5,054 a year ago.

Other makes of cars to show increases in March over a year ago were Hupmobile, Peerless, Erskine, Franklin, Marmon, Pierce-Arrow, Blackhawk and Gardner.

Following are the new car registrations in Illinois in March, 1930, as compared with the corresponding month of last year and with February, 1930:

	Mar., 1930	Mar., 1929	Feb., 1930
Ford	8,112	6,699	5,253
Chevrolet	4,754	5,054	3,416
Buick	718	958	528
Pontiac	617	1,533	376
Dodge	582	837	411
Essex	563	1,477	292
Oakland	447	377	160
Chrysler	445	554	242
De Soto	419	471	278
Oldsmobile	387	660	270
Nash	375	1,023	172
Hudson	332	531	178
Studebaker	332	609	208
Plymouth	323	421	284
Hupmobile	283	275	135
Willys	241	*	140
Graham	196	609	125
Packard	196	322	148
Willys-Knight	190	216	62
Durant	157	243	105
Auburn	152	212	102
Marmon	146	47	106
Whippet	132	1,169	112
La Salle	121	142	69
Erskine	87	61	89
Franklin	85	52	37
Reo	82	127	50
Peerless	79	60	53
Cadillac	66	149	38
Marquette	59	†	38
Pierce-Arrow	47	22	34
Lincoln	44	69	44
Gardner	36	18	11
Viking	36	†	25
Cord	28	†	25
Jordan	15	19	7
Windsor	15	26	6
Blackhawk	9	1	13
Stutz	7	27	17
Miscellaneous	24	182	19
Totals	20,939	25,252	13,678

*Then the Whippet Six. †Not in production.

Following are the new car registrations for the first three months of 1930, in Illinois, as compared with the corresponding period of 1929:

	1930	1929	Gains
Ford	17,625	15,842	1,783
Chevrolet	11,310	9,588	1,722
Buick	1,992	2,258	...
Dodge	1,389	2,057	...
Pontiac	1,347	2,732	...
Essex	1,160	2,933	...
Chrysler	916	1,346	...
Plymouth	910	885	25
Oldsmobile	897	1,203	...
De Soto	896	940	...
Studebaker	773	1,279	...
Nash	758	1,994	...
Oakland	726	882	...
Hudson	671	1,013	...
Hupmobile	589	566	23
Packard	514	704	...
Graham	458	1,276	...
W.-Knight	443	480	...
Willys	381	*	...
Durant	370	620	...
Whippet	363	2,297	...
Marmon	336	100	236
Auburn	303	446	...
La Salle	288	319	...
Erskine	224	153	71
Peerless	211	124	87
Reo	206	296	...
Franklin	164	124	40
Cadillac	145	402	...
Lincoln	145	212	...
Marquette	127	†	...
P.-Arrow	118	56	62
Viking	76	†	...
Cord	68	†	...
Gardner	52	60	...
Stutz	43	79	...
Blackhawk	37	1	36
Jordan	30	41	...
Windsor	29	60	...
Miscel'eous	88	387	...
Totals	47,172	53,772	‡6,600

*Then the Whippet Six. †Not in production. ‡Net loss.

In the Bus Field

Trenton, N. J., April 3.—Although the testimony of experts differed as to whether the method of allocating operating expenses of the Public Service Coordinated Transport's buses should be based on the bus hour or bus mile, the Board of Public Utility Commissioners decided in a recent case that the bus mile basis on this line has more practical advantages than the bus hour method of computation. In connection with complaints relating to an increase in fares, the company indicated the board said, that the operating cost per bus mile on its entire system is 28.6 cents and that the revenue on the division involved in the complaint was 22 cents per mile prior to July 1, 1929, whereas since that date it was 28 cents per mile for a period of three months under the increased rates. The board authorized a continuance of the present rates.

Richmond, Va., April 3 (UTPS).—The acquisition of the East Coast Stages, announced recently by T. L. Tallentire, attorney for the Colonial Stages, will give the former bus line a network of bus routes from the Pacific Coast through Washington, D. C., to Miami, Fla. Immediate possession will be taken of the East Coast Stages, according to Mr. Tallentire's statement. The Colonial Stages operate from the Pacific Coast to Washington through several routes. The East Coast Stages operate from New York through Washington to Miami. In Washington both lines have their terminal at 1421 Pennsylvania Ave.

Erie, Pa., April 3.—The Erie Coach Company has announced that service on its Lincoln Avenue extension line will be discontinued April 15 due to lack of patronage.

Council Bluffs, Ia., April 3.—Crandic Stages, Inc., Cedar Rapids, has filed petition with the Iowa railroad commission for a permit to operate motor coaches between Council Bluffs and Des Moines and hearing has been set for April 22 upon the petition. The proposed route will be over Highway No. 7, serving Grimes, Dallas Center, Kimballtown, Avoca, Neola and Underwood. Certain excepts are noted in the petitions in communities now being served by local lines.

Trenton, N. J., April 3.—Addition of four buses to routes served by the Trenton Transit Company was approved today by the Board of Public Utility Commissioners. Two of the buses will be operated on Olden and Princeton Avenues and Lalor and Davies Streets, the other two on the route from the Perry Street terminal to the plant of the Whitehead Rubber Company in Hamilton township.

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FULLER TRANSMISSIONS

Cumulative New Commercial Car Registration Table, February, 1929

States	Autocar	Brockway-Indiana	Chevrolet	Diamond-T	Dodge	Dorer	Fargo	Federal	Ford	G. M. C.	International	Mack	Pierce-Arrow	Relay	Reo	Republic	Rugby	Sterling	Stewart	Stu'ebaker	Whippet	White	Willys	Willys-Knight	Miscellaneous	Totals	States
Ariz., 1929			64		16		1		72	10	22				3		3			5				1	1	198	Ariz., 1929
Ark., 1929			135		11		1	2	185	4	28				5		1				3	3			1	379	Ark., 1929
Cal., 1929	10		431		163		5	14	1177	65	37	17			63	3	10	26	5	8	9	32		1	143	2219	Cal., '29
Conn., 1929	1	4	129	2	36		4	3	132	7	22	13	1		41	1		1	5	3	4	3				412	Ct., 1929
Del., 1929		1	32		3				42	3	4	2			3							1				91	Del., 1929
Fla., 1929		5	129		11			1	164	5	12	4			2					1	4	4				342	Fla., 1929
Idaho, 1929			16		9				32		6				3	1	3								3	73	Idaho, '29
Illinois, '29	5	19	613	105	178		14	22	824	112	275	27	2	5	53	2		13	6		26	19			153	2473	Illinois, '29
Ind., 1929		21	416	8	95			8	393	58	98	2	1	1	41		1		4	5	8	7			10	1177	Ind., 1929
Maine, '29	1		57		8				79		4	1			1					3				1		155	Me., 1929
Md., 1929	6	1	112	1	18			2	119	16	17	29		1	16			1	7		1	7			8	362	Md., 1929
Mich., 1929	5	2	576	3	81		12	16	766	45	43	8	3		57	1	6			2	10	11			20	1667	Mich., '29
Minn., 1929			108	2	19		1	1	270	17	47	2			19		1			2	2	5		1		497	Minn., '29
Mo., 1929	2	10	467	54	134		4	23	688	69	99	8			36	5	4	2		2	18	11			13	1649	Mo., 1929
Mont., 1929	3		81		30			1	140	10	38	1			8	1	2			2		2		1	5	325	Mont., '29
Nev., 1929			22		12		1		42	1	4				2							1			4	89	Nevada
N. H., 1929			37		4		1		49	2			1		2						2					98	N. H., '29
N. J., 1929	19	13	366	5	49		11	15	484	53	37	34	6	3	33		2	7	6	5	19	24		6	87	1284	N. J., 1929
N. Mex., '29			26		2				28	2	3				2							1				64	N. M., 1929
N. Car., '29	1		350		60		3	1	339	21	20	7			4	1	1		2	1	10	4			3	828	N. C., '29
N. Dak., '29			42		4				47	6	42				5		1			1	1					149	N. D., 1929
Ohio, 1929	6	11	616	4	68		11	14	671	35	63	18	6	2	37				7	7	30	30		9	31	1676	Ohio, '29
Ore., 1929			100		23		1	4	159	26	16	3			9	2	1			1	3	4			4	356	Ore., 1929
Penna., '29	18	20	593	18	145		16	9	950	61	69	42	2	13	66	12	4	14	18	7	22	30		1	29	2159	Penn., '29
R. Isl., '29	9		30		23		2	2	48	5	6	4			12					1	1	1				144	R. I., '29
S. Car., '29		1	135		10				111	6	14				1						1	1				280	S. C., '29
S. Dak., '29			73	2	27				102	11	80	1			12		4				2	1		2	2	319	S. D., '29
Utah, 1929			32		9				45		5	1														92	Utah, '29
Vt., 1929			32		9		1		44	3	7	1			4				1	3						105	Vt., 1929
Va., 1929	1		165	1	21			5	220	18	17				9	3	1		2		1	5				469	Va., 1929
Wash., 1929			52		24		2	1	152	12	15	8		1	5		3			1	1	10			10	297	Wash., '29
W. Va., '29			86	3	13		1	1	96	8	10				10		1		2	1		2			2	236	W. Va., '29
Wis., 1929			168	18	28		3	4	347	15	40	3			17		3	10	7	3	6			4	18	694	Wis., 1929
Cum., 1929	87	108	6291	226	1343		95	149	9017	706	1200	236	22	26	581	32	52	74	72	64	184	219		27	547	21358	Cum., 1929

MAJOR SPECIFICATIONS AND MECHANICAL DETAILS OF

Make and Model	Capacity—Tons	Chassis Price	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gear Set	Location	No. Spds. For.	Rear Axle	Final Drive	Reduction in Low	Brakes, Foot	Brakes, Hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Rear
Am. La France Chief	2	3650	Own	6	3¾x5	33.0	Pw	Str	Vac	DR	Own	C	4	Tim	Wo	31.2	4	D	156	6200	32x6	32x6D
Am. La France W	3-4	3950	Own 2 R	4	4¼x6	28.9	CS	Zen	Vac	AB	Own	C	4	Own	2R	47.4	4	R	160	7200	S36x5	S36x5D
Am. La Fran. Chieftain	3-4	5500	Own	6	4⅛x5⅛	40.8	Pw	Zen	Vac	DR	Own	C	4	Tim	Wo	28.8	4	D	175	7200	S36x8	36x8D
Am. La France V	5	5500	Own 5 R	4	4¾x6	36.2	CS	Zen	Vac	AB	Own	C	4	Own	Wo	54.4	4	R	165	9800	S36x5	S40x6D
Am. La France Z	6½	5750	Own 5 R	4	4¾x6	36.2	CS	Zen	Vac	AB	Own	C	4	Own	Wo	63.5	4	R	165	10000	S36x7	S40x7D
Am. La France U	7½	6000	Own 5 R	4	4¾x6	36.2	CS	Zen	Vac	AB	Own	C	4	Own	—	63.5	4	R	165	10500	S36x7	S40x8D
Am. La Fran. Big Chief	6	6725	Own	6	4½x6	48.6	Pw	Zen	Vac	DR	Own	C	4	Own	2R	32.8	4W	D	226	10600	S40x8	S40x8D
Autocar S A	1½	2700	Her	6	3¾x4½	33.8	Pb	Zen	Vac	L-N	Br-L 35	U	4	Own S A	Sp	27.9	4	R	150	4400	32x6	32x6
Autocar S D	2	3000	Her	6	3¾x4½	33.8	Pb	Zen	Vac	L-N	Br-L 35	U	4	Own S D	2R	33.9	4	R	150	4850	32x6	32x6D
†Autocar H	3	3750	Own	4	4½x5½	32.4	CS	Str	Gra	AB	Own T	U	4	Own H	2R	48.9	R	R	114	5800	34x5S	36x10S
†Autocar S H	3	4000	Her	6	4¼x4¾	43.4	Pb	Str	Gra	RB	Own T	U	4	Own H	2R	48.9	R	R	114	5800	34x5S	36x10S
Autocar T	3	5000	Her	6	4½x4¾	48.6	Pb	Str	Vac	RB	Own T	U	4	Own T	2R	72.5	R	R	187	7100	36x8	36x8D
†Autocar H S	3½	4100	Own	4	4½x5½	32.4	CS	Str	Gra	AB	Own T	U	4	Own J	2R	55.2	R	R	114	6900	34x6S	36x12S
†Autocar S H S	3½	4400	Her	6	4½x4¾	48.6	Pb	Str	Gra	RB	Own T	U	4	Own J	2R	55.2	R	R	114	7000	34x6S	36x12S
Autocar T S	3½	5350	Her	6	4½x4¾	48.6	Pb	Str	Vac	RB	Own T	U	4	Own Chs	2R	81.7	R	R	187	7100	36x8	36x8D
Autocar S C M	5	5000	Her	6	4½x4¾	48.6	Pb	Str	Vac	RB	Own B	C	4	Own M	2R	72.1	R	R	162	8600	34x7S	36x14S
Brockway 65	1	1195	Con 27 B	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36000	Sp	21.3	4	Tr	137	3400	30x5	30x5
Brockway 75	1¼	1290	Con 27 B	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Aut	Br-L 20-4	U	4	Col 36000	Sp	25.6	4	Tr	137	3450	32x6	32x6
Brockway 90	1½	1525	Con 27 B	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Aut	Br-L 20-4	U	4	Col 55000	Sp	25.6	4	Tr	149	3850	32x6	32x6
Brockway JR	1¼	1195	Wis C	4	3¾x5	22.5	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36001	Sp	21.3	4	Tr	130	3100	30x5	30x5
Brockway E 45	1½	1765	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	L-N	Br-L 30	U	3	Col 55001	Sp	21.0	4	Tr	139½	3650	32x6	32x6
Brockway KW	3	4100	Wis H	6	4 x5	38.2	Pb	Zen	Vac	L-N	Br-L 51	U	4	Wis 1228	2R	33.7	R	Dr	170	6920	34x7	34x7D
Brockway R	4	4200	Con L 4	4	4½x5½	32.4	Pw	Zen	Vac	Eis	Br-L 55	C	4	Tim 66600	Wo	46.8	R	R	164	7890	36x5S	36x12S
Brockway RT	4	4850	Con B 7	4	5 x6	40.0	Pw	Zen	Vac	Eis	Br-L 60	C	4	Tim 66700 S	Wo	53.5	RV	Dr	175	8100	36x5S	36x12S
Brockway 120	2	1990	Con 30 B	6	4 x4⅛	38.4	Pb	Zen	P	Aut	Br-L 35	U	4	Tim 54100	Sp	—	4	Tr	156	5200	32x6	32x6D
Brockway 140	2	2495	Con 30 B	6	4 x4⅛	38.4	Pb	Zen	P	Aut	Br-L 35	U	4	Wis 4916 L	2R	—	4W	Tr	156	5500	32x6	32x6D
Brockway 290	7	7250	Con 36 B	6	4¾x5¾	54.15	Pb	Str	P	L-N	Br-L 70-7	C	7	Tim 68703 D	Wo	—	4W	Dr	182	10750	38x7	40x14S
Brockway 640	10	9700	Con 36 B	6	4¾x5¾	54.15	Pb	Str	P	L-N	Br-L 70-7	C	7	Tim S W 400	Wo	—	4W	Dr	212	14000	38x7	36x10S
Brockway T	5-7	5200	Con B 7	4	5 x6	40.0	Pw	Zen	Vac	Eis	Br-L 60	C	4	Tim 68700	Wo	53.5	R	Dr	175	10065	36x6S	36x14S
Chevrolet	½	365	Own	6	3⅛x3¾	26.3	CS	Car	P	DR	Own	U	3	Own	Sp	12.68	4	R	107	1815	4.50x20	4.50x20
Chevrolet	1½	550	Own	6	3⅛x3¾	26.3	CS	Car	P	DR	Own	U	4	Own	Sp	6.165	4	R	131	2375	30x5	30x5
Day Elder M F	1¼	1345	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	DR	Br-L	U	4	Tim 52000 H	Sp	24.2	4	D	131	3500	30x5	30x5
Day Elder G F	1½	2050	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	DR	Br-L	U	4	Tim 54000 H	Sp	28.3	4	D	156	4400	30x5	30x5D
Day Elder H F	2	2500	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	DR	Br-L 35	U	4	Tim 63702 H	Wo	40.7	4	D	156	4900	S34x4	S34x7
Day Elder J F	3	3900	Con 18 R	6	4 x4½	38.4	Pb	Zen	Vac	DR	Br-L 51	U	4	Tim 65001 H	Wo	41.5	4	D	156	7000	34x7	34x7D
Day Elder K F	4-5	5000	Con 21 R	6	4⅜x4¾	45.9	Pb	Zen	Vac	DR	Br-L 60	C	4	Tim 66702 DH	Wo	55.2	4	D	162	9200	S36x5	S36x12
Day Elder N 6 W	7	6000	Con 21 R	6	4⅜x4¾	45.9	Pb	Zen	Vac	DR	Br-L 60	C	7	Tim SW 200 H	Wo	73.6	6	D	204	10000	34x7	34x7D
Diamond T 200	1	785	Bud	4	3¾x4½	22.5	Pw	Zen	P	Aut	W-G	U	4	Cla	Sp	—	4	D	128½	3050	30x5	30x5
Diamond T 215	1	885	Bud	6	3⅜x4	27.3	Pw	Zen	P	Aut	W-G	U	4	Cla	Sp	—	4	D	135⅛	3150	30x5	30x5
Diamond T 290	1½	1475	Her WXA 2	6	3½x4½	29.4	Pb	Zen	Vac	Aut	Cov	U	4	Col	Sp	—	4	D	156¼	4160	30x5	30x5D
Diamond T 303	2	1745	Her WXB	6	3¾x4½	33.7	Pb	Zen	Vac	Aut	Cov	U	4	Tim	Sp	—	4	D	160½	4850	32x6	32x6D
Diamond T 551	2½	2250	Her WXC	6	4 x4½	38.4	Pb	Zen	Vac	Aut	Cov	U	4	Tim	Sp	—	4	D	168	5600	32x6	32x6D
Diamond T 503	2½	2660	Her WXC	6	4 x4½	38.4	Pb	Zen	Vac	Aut	Cov	U	4	Tim	Wo	—	4	D	174	6200	34x7	34x7D
Diamond T 506	2½	2820	Her WXC	6	4 x4½	38.4	Pb	Zen	Vac	Aut	Cov	U	4	Wis	2R	—	4	D	172½	6200	34x7	34x7D
Diamond T 602	3	3440	Her YXC	6	4⅜x4¾	45.9	Pb	Zen	Gra	Aut	Cov	C	4	Tim	Wo	—	4	D	169½	7500	36x8	36x8D
Diamond T 606	3	3500	Her YXC	6	4⅜x4¾	45.9	Pb	Zen	Gra	Aut	Cov	U	4	Wis	2R	—	4	D	186	7500	36x8	36x8D
Diamond T 700	3½	3740	Her YXC	6	4⅜x4¾	45.9	Pb	Zen	Gra	Aut	Cov	C	4	Tim	Wo	—	R	D	162	8100	S36x5	S36x10
Diamond T 801	4	4140	Her YXC	6	4⅜x4¾	45.9	Pb	Zen	Gra	Aut	Br-L	C	7	Own	Wo	—	6WH	D	189½	8300	36x8	4 wh 36x8
Diamond T 1000	5	4420	Her YXC 2	6	4½x4¾	48.6	Pb	Zen	Gra	Aut	Br-L	C	4	Tim	Wo	—	R	D	170½	9700	S36x6	S40x12
Diamond T 1600	8	6260	Her YXC 3	6	4⅝x4¾	51.3	Pb	Zen	Gra	Aut	Br-L	C	7	Tim	Wo	—	4W	D	190	11700	36x8	4 wh 36x8D
Diamond T 2500	10-12	8000	Wak 6 RB	6	5 x5¾	60	Pb	Zen	Gra	Mag	Br-L	C	7	Tim	Wo	—	4W	D	194	13100	S36x7	4 wh 36x12S
Dodge Bros. U-1	½	545	Own	4	3⅝x4¼	21.3	Pb	Car	Vac	NE	Own	U	3	Own	Sp	14.28	4	D	109	1900	5.00x20B	5.00x20B
Dodge Bros. U-1	¾	695	Own	4	3⅝x4¼	21.3	Pb	Car	Vac	NE	Own	U	3	Own	Sp	21.68	4	D	124	2460	5.50x20B	5.50x20B
Dodge Bros. U-1	1	795	Own	4	3⅝x4¼	21.3	Pb	Car	Vac	NE	Own	U	4	Own	Sp	36.136	4	D	133	2750	6.00x20B	32x6
Dodge Bros. DA1	¾	795	Own	6	3⅜x3⅞	27.3	Pb	Zen	Vac	NE	Own	U	3	Own	Sp	19.21	4	D	124	2560	5.50x20B	5.50x20B
Dodge Bros. DA1	1	895	Own	6	3⅜x3⅞	27.3	Pb	Zen	Vac	NE	Own	U	4	Own	Sp	33.45	4	D	133	2850	6.00x20B	32x6
Dodge Bros. DA1	1	1095	Own	6	3⅜x3⅞	27.3	Pb	Zen	Vac	NE	Own	U	4	Own	Sp	36.83	4	D	140	2955	30x5	30x5
Dodge Bros. DA1	1½	1365	Own	6	3⅜x3⅞	27.3	Pb	Zen	Vac	NE	Own	U	4	Own	Sp	36.83	4	D	150	3695	32x6	32x6
Dodge Bros. DA1	1½	1415	Own	6	3⅜x3⅞	27.3	Pb	Zen	Vac	NE	Own	U	4	Own	Sp	36.83	4	D	165	3810	32x6	32x6
Dodge Bros. DB1	2	1595	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	NE	Own	U	4	Own	Sp	36.83	4	D	150	3930	32x6	34x7
Dodge Bros. DB1	2	1645	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	NE	Own	U	4	Own	Sp	36.83	4	D	165	4070	32x6	34x7
Dodge Bros. DB1	3	1845	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	NE	Own	U	4	Own	Sp	46.31	4	D	135	4235	32x6	32x6D
Dodge Bros. DB1	3	1895	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	NE	Own	U	4	Own	Sp	41.43	4	D	165	4520	32x6	32x6D
Dodge Bros. DB1	3	1945	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	NE	Own	U	4	Own	Sp	46.31	4	D	185	4715	32x6	32x6D
Dover	¾	595	Own	6	2¾x4½	18.27	Pb	Mar	Vac	Aut	Own	U	3	Own	Sp	—	4	4	110	2150	30x5	31x5.50
Durant Com. Chassis	½	495	Con	4	3⅜x4¼	18.2	Pb	Til	Vac	Aut	Own	C	3	Own	Sp	16.16	4	4	107	1670	28x4.75	28x4.75
Fargo Packet	½	545	Own	6	3 x4⅛	21.6	Pb	Str	Vac	NE	Own	U	3	Own	Sp	14.29	4	Tr	——	1835	5.00x19	5.00x19
Fargo Clipper	¾	725	Own	6	3⅛x4¼	23.4	Pb	Str	Vac	DR	Own	U	3	Own	Sp	15.53	4	Tr	——	2325	5.50x18	5.50x18
Fargo Freighter	1	795	Own	6	3 x4⅛	21.6	Pb	Str	Vac	NE	Own	U	4	Own	Sp	37.19	4	Tr	——	2785	6.00x20	32x6
Federal 4FW	1	980	Wak X A	4	3½x4½	19.6	Pb	Zen	Vac	DR	W-G T9	U	4	Cla B370	Sp	40.8	4	Tr	127	2975	30x5	30x5
Federal E6	1	1090	Con 17 E	6	3⅜x4	27.3	Pb	Zen	P	DR	W-G T9	U	4	Cla B370	Sp	34.6	4	Tr	132	3120	30x5	30x5
Federal F7	1½	1525	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	DR	Own	U	4	Tim 52005H	Sp	24.3	4	Tr	132	3750	30x5	30x5D
Federal A6	2	1855	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	DR	Own	C	4	Cla B610	Sp	38.5	4	Tr	151	4580	32x6	32x6D
Federal A6T	2½	2185	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	DR	Own	C	4	Tim 58000H	Sp	41.3	4	Tr	151	4950	32x6	32x6D
Federal T10B	2½-3	2740	Con 16 R	6	4 x4¼	38.4	Pb	Zen	Vac	DR	Own	C	4	Tim 58000H	Sp	36.3	4	Tr	165	6600	34x7	34x7D
Federal T10W	2½-3	2915	Con 16 R	6	4 x4⅛	38.4	Pb	Zen	Vac	DR	Own	C	4	Tim 65001H	Wo	44.0	4	Tr	165	6600	34x7	34x7D
Federal U6	3-3½	3860	Con 18 R	6	4 x4½	38.4	Pb	Str	Vac	DR	Br-L 55	C	7	Tim 65706HP	Wo	64.6	4	D	165	7210	34x7	34x7D
Federal 4C6A	4-5	4735	Con 20 R	6	4⅛x4⅜	40.8	Pb	Zen	Vac	DR	Br-L 55	C	7	Tim 66704HP	Wo	73.6	4	D	192	8330	36x8	36x8D
Federal 4C6AB	4-5	4960	Con 20 R	6	4⅛x4¾	40.8	Pb	Zen	Vac	DR	Br-L 55	C	7	Tim 66704TWP	Wo	73.6	4W	D	192	8600	36x8	36x8D
Federal X8	7½	5085	Con B 7	4	5 x6	40	Pw	Zen	Vac	AB	Br-L 60	C	7	Tim 68700DP	Wo	110.9	R	D	162	9750	36x6S	40x14S
Federal X8R	7½	5810	Con 21 R	6	4⅜x4¾	45.9	Pb	Zen	Vac	DR	Br-L 60	C	7	Tim 68700DP	Wo	110.9	R	D	162	10000	40x8	40x8D
Ford A A	1½	520	Own	4	3⅞x4¼	24.0	Sp	Zen	Gra	Own	Own	U	4	Own	St	42.24	4	4	131½	2792	6.00x20	32x6
F. W. D.—H	1½	3300	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	Eis	Cotta	C	4	Own	St	38.1	4	R	121	5300	34x7	34x7
F. W. D.—H 6	2	3425	Wak	6	3½x4½	29.4	Pb	Zen	Vac	Eis	Br-L	U	4	Own	St	35.0	4	R	133	5500	34x7	34x7
F. W. D.—BTL 4	2	3900	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	Eis	Br-L	C	7	Own	St	84.7	4	R	120	6000	36x8	36x8
F. W. D.—HH 6	2½	4000	Wak	6	3¾x4½	33.7	Pb	Zen	Vac	Eis	Br-L	C	7	Own	St	101.0	4	R	133	5700	36x8	36x8
F. W. D.—B	3	4200	Own	4	4¾x5½	36.1	Pb	Str	Gra	Eis	Own	C	3	Own	St	35.6	4	R	124	6460	36x6S	36x6S
F. W. D.—B 5	3	4525	Own	4	4¾x5½	36.1	Pb	Str	Gra	Eis	Own	C	5	Own	St	88.6	4	R	132	6800	36x6S	36x6S
F. W. D.—B T	3	4742	Own	4	4¾x5½	36.1	Pb	Str	Vac	Eis	Own	C	5	Own	St	101.0	4	R	133¾	7700	40x7S	40x5SD
F. W. D.—U 4	3	4575	Own	4	4¾x5½	36.1	Pb	Str	Vac	Eis	Own	C	5	Own	St	88.6	4	R	148	7000	36x6S	36x6S
F. W. D.—U 6	3½	4575	Wak	6	4 x4¾	38.6	Pb	Zen	Vac	Eis	Own	C	5	Own	St	88.6	4	R	148	7200	36x6S	36x6S
*F. W. D.—X 6	6	6500	Wak	6	4¼x4¾	43.3	Pb	Zen	Vac	Eis	Own	C	5	Own	St	88.6	4	4	170	9500	36x8	36x8
Garford Series S 11	1	1600	Bud H S 6	6	3⅜x4½	27.3	PC	Zen	Vac	Aut	Br-L	U	4	Col	Sp	25.5	4	D	142	3900	P30x5	P30x5
Garford Series S 11	1½	1900	Bud H S 6	6	3⅜x4½	27.3	PC	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	29.2	4	D	162	4300	P30x5	DP30x5
Garford Series 40	1½	2990	Bud D S 6	6	3⅝x5	31.5	PC	Zen	Vac	Aut	Br-L	U	4	Tim	W	34.8	4	D	168	4700	P34x5	DP34x5
Garford Series S 11	2	2030	Bud H S 6	6	3⅜x4½	27.3	PC	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	29.2	4	D	162	4500	P32x6	DP32x6
Garford Series 40	2	3240	Bud D S 6	6	3⅝x5	31.5	PC	Zen	Vac	Aut	Br-L	U	4	Tim	W	34.8	4	D	168	4900	P36x6	DP36x6
Garford Series 40	2½	3240	Bud D S 6	6	3⅝x5	31.5	PC	Zen	Vac	Aut	Br-L	U	4	Tim	W	34.8	4	D	168	5100	P36x6	DP36x6
Garford Series 60	2½	4580	Bud B U S	6	4 x5⅛	38.4	PC	Zen	Vac	Aut	Br-L	U	5	Tim	W	63.0	4	D	175	7000	P36x6	DP36x6
Garford Series 60	3	4680	Bud B U S	6	4 x5⅛	38.4	PC	Zen	Vac	Aut	Br-L	U	5	Tim	W	63.0	4	D	175	7100	P36x6	DP38x7
Garford Series 80	3½	5250	Bud B A 6	6	4⅛x5⅛	40.8	PC	Zen	Vac	Aut	Br-L	A	7	Tim	W	98.2	4	D	175	8200	S36x6	S36x12
Garford Series 80	4	5330	Bud B A 6	6	4⅛x5⅛	40.8	PC	Zen	Vac	Aut	Br-L	A	7	Tim	W	98.2	4	D	175	8400	S36x6	S36x14
Gen. Mot. T11-1001	*3800	625	Pontiac	6	3⅛x3⅞	26.3	Pb	Mar	P	DR	Own	U	3	Pontiac	Sp	14.7	4	D	109⅝	1980	5.00x19B	5.50x19B
Gen. Mot. T15-1501	*5400	695	Pontiac	6	3⅛x3⅞	26.3	Pb	Mar	P	DR	Own	U	3	Tim 51500	Sp	16.09	4	4	130	2625	5.50x20B	5.50x20B
Gen. Mot. T17-1701	*5500	735	Pontiac	6	3⅛x3⅞	26.3	Pb	Mar	P	DR	Own	U	3	Tim 51505	Sp	16.04	4	4	130	2650	6.50x20B	6.50x20B
Gen. Mot. T17-1707	*6500	750	Pontiac	6	3⅛x3⅞	26.3	Pb	Mar	P	DR	Own	U	3	Tim 51505	Sp	16.04	4	4	130	2670	5.50x20B	32x6
Gen. Mot. T19-2201	*6300	895	Pontiac	6	3⅛x3⅞	26.3	Pb	Mar	P	DR	Mun	U	4	Tim 5261	Sp	34.45	4	D	130	2850	5.50x20B	32x6
Gen. Mot. T19-2214	*8500	985	Pontiac	6	3⅛x3⅞	26.3	Pb	Mar	P	DR	Mun	U	4	Tim 5261	Sp	34.45	4	D	130	2925	30x5	30x5D
Gen. Mot. T25-2501	*6800	1235	Buick	6	3⅛x4⅝	28.3	Pb	Mar	P	DR	Mun	U	4	Tim 5261	Sp	29.62	4	D	130	3375	6.00x20B	7.50x20B

1930 COMMERCIAL CARS BUILT IN THE UNITED STATES

Make and Model	Capacity—Tons	Chassis Price	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gear Set	Location	No. Spds. For.	Rear Axle	Final Drive	Reduction in Low	Brakes, Foot	Brakes, Hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Rear
Gen. Mot. T25-2509	*8500	1280	Buick	6	3 1/16x4 5/8	28.3	Pb	Mar	P	DR	Mun	U	4	Tim 5261	Sp	29.62	4	D	130	3425	30x5	30x5D
Gen. Mot. T30-3206	*9000	1555	Buick	6	3 1/16x4 5/8	28.3	Pb	Mar	P	DR	Mun	U	4	Eat 1617	Sp	28.6	4	D	141	4450	6.00x20B	8.25x20B
Gen. Mot. T30-3203	*11000	1605	Buick	6	3 1/16x4 5/8	28.3	Pb	Mar	P	DR	Mun	U	4	Eat 1617	Sp	28.6	4	D	141	4525	32x6	32x6D
Gen. Mot. T42-4206	*10600	1735	Buick	6	3 1/16x4 5/8	28.3	Pb	Mar	P	DR	Mun	U	4	Eat 1717	Sp	33.38	4	D	141	4575	7.00x20B	9.00x20B
Gen. Mot. T42-4203	*14000	1960	Buick	6	3 1/16x4 5/8	28.3	Pb	Mar	P	DR	Mun	U	4	Eat 1717	Sp	33.38	4	D	141	4905	36x6	36x6D
Gen. Mot. T44-4401	*12000	1965	Buick	6	3 1/16x4 5/8	28.3	Pb	Mar	P	DR	Mun	U	4	Eat T44DR	2R	40.89	4	D	141	4825	32x6	32x6D
Gen. Mot. T44-4404	*15000	2095	Buick	6	3 1/16x4 5/8	28.3	Pb	Mar	P	DR	Mun	U	4	Eat T44DR	2R	40.89	4	D	141	5095	34x7	34x7D
Gen. Mot. T60-6202	*16500	3035	Buick	6	3 3/4x5	33.7	Pb	Mar	P	DR	Mun	U	4	Tim 65706	Wo	52.53	4	D	154 1/4	6625	34x7	34x7D
Gen. Mot. T60-6205	*18500	3125	Buick	6	3 3/4x5	33.7	Pb	Mar	P	DR	Mun	U	4	Tim 65706	Wo	52.53	4	D	154 1/4	6625	9.00x20B	9.00x20DB
Gen. Mot. T82-8202	*19000	3795	Buick	6	3 3/4x5	33.7	Pb	Mar	P	DR	Br-L	C	5	Tim 66704	Wo	84.91	4	D	155	7100	9.00x20B	9.00x20DB
Gen. Mot. T82-8207	*22000	4070	Buick	6	3 3/4x5	33.7	Pb	Mar	P	DR	Br-L	C	5	Tim 66704	Wo	84.91	4	D	155	7450	38x7	38x9D
Gen. Mot. T90-9001	*23000	5885	Buick	6	3 3/4x5	33.7	Pb	Mar	P	DR	Br-L	C	5	Tim SW-200	Wo	75.04	WR	D	185 1/4	9100	7.50x20B	7.50x20D
Gen. Mot. T90-9004	*28000	6055	Buick	6	3 3/4x5	33.7	Pb	Mar	P	DR	Br-L	C	5	Tim SW-200	Wo	75.04	WR	D	185 1/4	9475	8.25x20B	8.25x20DB
Gotfredson RB-26	1 1/4	1295	Con	6	3 3/8x4	27.3	Pb	Joh	P	DR	Br-L	U	4	Tim	Sp	—	4	D	Opt.	3400	30x5	30x5
Gotfredson RB-36	1 1/2	1595	Con	6	3 3/8x4	27.3	Pb	Joh	P	DR	Br-L	U	4	Tim	Sp	—	4	D	Opt.	3900	32x6	32x6
Gotfredson RB-46	2	2100	Her	6	3 3/4x4 1/2	33.8	Pb	Joh	P	DR	Br-L	U	4	Tim	Sp	—	4	D	Opt.	5140	32x6	34x7
Gotfredson RW-46	2 1/2	2585	Her	6	3 3/4x4 1/2	33.8	Pb	Joh	P	DR	Br-L	U	4	Tim	Wo	—	4	D	Opt.	5600	34x7	34x7
Gotfredson RW-56	3	3395	Her	6	4 x4 1/2	38.4	Pb	Joh	P	DR	Br-L	U	5	Tim	Wo	—	4	D	Opt.	6600	S36x5	S36x5D
Gotfredson RW-66A	3 1/2	4475	Her	6	4 3/8x4 3/4	45.9	Pb	Joh	P	DR	Br-L	U	7	Tim	Wo	—	4	D	Opt.	7800	S36x5	S36x6D
Gotfredson RW-86A	5	5200	Her	6	4 3/8x4 3/4	51.3	Pb	Joh	P	DR	Br-L	C	7	Tim	Wo	—	4	D	Opt.	9000	S36x6	S36x7D
Gotfredson RW-106A	7 1/2	5675	Her	6	4 5/8x4 3/4	51.3	Pb	Joh	P	DR	Br-L	C	7	Tim	Wo	—	4	D	Opt.	10000	S36x7	S36x8D
Gotfredson RW-206A	12	10500	Bud	6	4 3/4x6	54.15	Pb	Joh	P	DR	Br-L	C	7	Tim	Wo	—	6	D	Opt.	14000	S36x8	S36x8D
*Gramm B	1 1/2	1495	Lyc 4 SL	6	3 1/4x4 1/2	25.3	Pb	Zen	Vac	Aut	Cov	U	4	Tim	Sp	34.3	4	Tr	140	3800	30x5	30x5D
*Gramm C	2	1795	Lyc ASA	6	3 5/8x4 1/2	31.54	Pb	Zen	P	Aut	Cov	U	4	Tim	Sp	31	4	Tr	160	4820	32x6	32x6D
*Gramm D	2 1/2	2195	Lyc TS	6	3 7/8x5	36	Pb	Zen	P	Aut	Cov	U	4	Tim	Sp	33	4	Tr	160	5100	32x6	32x6D
*Gramm E	3	2595	Lyc TS	6	3 7/8x5	36	Pb	Zen	P	Aut	Ful	U	4	Wis	2R	35	4	R	150	5200	34x7	34x7D
*Gramm EY	3	3595	Con 20 R	6	4 1/8x4 3/4	40.80	Pb	Zen	P	Aut	Ful	U	4	Tim	Sp	30	4	D	190	6750	32x6	32x6D
*Gramm GY	4	4345	Con 21 R	6	4 3/8x4 3/4	45.9	Pb	Zen	P	Aut	Ful	U	4	Wis	2R	28	4	D	210	7200	34x7	34x7D
*Gramm HY	5	6545	Con 16 H	6	4 3/4x5 3/4	54.15	Pb	Zen	P	Aut	Ful	U	4	Wis	2R	25.2	4	D	236	9600	36x8	36x8D
*Gramm O-35	3	3595	Lyc TS	6	3 7/8x5	36	Pb	Zen	Vac	Aut	Ful	C	8	Wis	2R	71.2	D	R	153	7200	36x5S	36x10S
*Gramm O-45	4	3995	Lyc TS	6	3 7/8x5	36	Pb	Zen	Vac	Aut	Ful	C	8	Wis	2R	75.8	D	R	153	7700	36x5S	36x12S
*Gramm O-60	5	4745	Lyc TS	6	3 7/8x5	36	Pb	Zen	Vac	Aut	Ful	C	8	Wis	2R	78.4	D	R	153	8800	36x6S	36x14S
*Gramm T-38	3	3595	Lyc TS	6	3 7/8x5	36	Pb	Zen	Vac	Aut	Ful	U	4	Wis	2R	45	D	R	153	7200	36x5S	36x10S
*Gramm T-48	4	3995	Lyc TS	6	3 7/8x5	36	Pb	Zen	Vac	Aut	Ful	U	4	Wis	2R	47	D	R	153	7700	36x5S	36x12S
Indiana 64	1	1195	Con 27 B	6	3 3/8x4 5/8	27.3	Pb	Str	Vac	Aut	Br-L	20 U	3	Col 36020	Sp	21.3	4	Tr	137	3435	30x5	30x5
Indiana 74	1 1/4	1290	Con 27 B	6	3 3/8x4 5/8	27.3	Pb	Str	Vac	Aut	Br-L	20 U	4	Col 36020	Sp	25.6	4	Tr	137	3450	32x6	32x6
Indiana 89	1 1/2	1525	Con 27 B	6	3 3/8x4 5/8	27.3	Pb	Str	Vac	Aut	Br-L	20 U	4	Col 55002	Sp	25.6	4	Tr	149	3650	32x6	32x6
Indiana 11	1 1/4	1425	Her OX	4	4 x5	25.6	Pb	Str	Gra	Aut	Br-L	31 U	3	Cla B 365	Sp	24.48	R	R	129 1/2	3500	30x5	30x5
Indiana 111	1 1/2	1630	Her OX	4	4 x5	25.6	Pb	Str	Gra	Aut	Br-L	31 U	3	Cla B 509	Sp	26.4	R	R	129 1/2	3600	30x5	32x6
Indiana 111 XW	2	1850	Her OXP	4	4 x5	25.6	Pb	Str	Vac	Eis	Br-L	35 U	4	Wis 4611	2R	30.14	R	Tr	120	3740	32x6	32x6D
Indiana 120	2	1990	Con 30 B	6	4 x4 1/8	38.4	Pb	Str	P	Aut	Br-L	35 U	4	Tim 54003 H	Sp	—	4	Tr	156	5200	32x6	32x6D
Indiana 140	2	2495	Con 30 B	6	4 x4 1/8	38.4	Pb	Str	P	Aut	Br-L	35 U	4	Wis 4916 L	2R	—	4V	Tr	156	5500	32x6	32x6D
Indiana 115 A	2 1/2	2740	Her OXCP	4	4 1/4x5	28.9	Pb	Str	Vac	Eis	Br-L	35 U	4	Cla B 720	Sp	42.99	R	Tr	132	4970	32x6	34x7D
Indiana 615 A	2 1/2	3070	Wis Y	6	3 3/8x5	27.34	Pb	Str	Vac	Eis	Br-L	35 U	4	Cla B 720	Sp	46.29	R	Tr	136	5160	32x6	34x7D
Indiana 126	3	3780	Her L	4	4 1/2x3 3/4	32.4	Pb	Str	Vac	Eis	Br-L	55-7 C	7	Tim 65704 S P	Wo	80.7	R	Js	162 1/2	7400	36x5S	36x10S
Indiana 626	3	4185	Wis H	6	4 x5	38.40	Pb	Str	Vac	Eis	Br-L	55-7 C	7	Tim 65704 S P	Wo	73.6	R	Js	168 1/2	7625	36x5S	36x10S
Indiana 627	3	3725	Wis H	6	4 x5	38.40	Pb	Str	Vac	Aut	Br-L	55-4 U	4	Cla B 720	Sp	42.8	R	Ds	168 3/4	6500	32x6	38x9
Indiana 127 AW	3	3775	Her K	4	4 1/4 x5	28.90	Pb	Str	Vac	Eis	Br-L	51-5 U	5	Wis 1228	2R	41.72	RV	Ds	158 1/4	7000	34x7	34x7D
Indiana 627 AW	3	4075	Wis H	6	4 x5	38.40	Pb	Str	Vac	Eis	Br-L	51-5 U	5	Wis 1228	2R	41.72	RV	Ds	156 1/4	7200	34x7	34x7D
Indiana 638	4	4955	Wis H	6	4 x5	38.40	Pb	Str	Vac	Eis	Br-L	60-7 C	7	Tim 66700 S P	Wo	83.1	R	Js	174 1/4	8100	36x5S	36x12S
Indiana 290	7	7250	Con 36 B	6	4 3/4x5 3/4	54.15	Pb	Str	P	L-N	Br-L	70-7 C	7	Tim 68703 E	Wo	—	4W	Ds	182	10750	38x7	40x14S
Indiana 640	10	9700	Con 36 B	6	4 3/4x5 3/4	54.15	Pb	Str	P	L-N	Br-L	70-7 C	7	Tim 6 Wh	Wo	—	4RW	Ds	212	14000	38x7	36x10S
Int. Harvester Sp. Del.	3/4	720	Wak X A	4	3 1/2x4 1/2	19.6	Pb	Zen	Vac	DR	Mec	U	3	Eat 502 R	Sp	15.1	4	4	124	2200	30x5.25	30x5.25
Int. Harv. 6 Spd. Spec.	1	820	Wak X A	4	3 1/2x4 1/2	19.6	Pb	Zen	Vac	DR	Mec	U	3	Eat 1124	Sp	*52.6	4	4	124	2430	30x5	30x5
Int. Harvester S-24	1 1/4	1160	Lyc C T	4	3 3/4x5	22.5	Pw	Zen	Vac	DR	Own	U	3	Eat 1002	Sp	21.3	4	4	130	3200	30x5	30x5
Int. Harvester S-26	1 1/4	1310	Lyc 4 S L	6	3 1/4x4 1/2	25.3	Pb	Zen	Vac	DR	Own	U	3	Eat 1002	Sp	21.3	4	4	130	3250	30x5	30x5
Int. Harvester SF-34	1 1/2	1450	Lyc C T	4	3 3/4x5	22.5	Pw	Zen	Vac	DR	Own	U	3	Eat 1502	Sp	22.6	4	4	*140	3520	30x5	32x6
Int. Harvester SF-36	1 1/2	1600	Lyc 4 S L	6	3 1/4x4 1/2	25.3	Pb	Zen	Vac	DR	Own	U	3	Eat 1502	Sp	22.6	4	4	*140	3570	30x5	32x6
Int. Harvester SD-44	2	1590	Lyc C T	4	3 3/4x5	22.5	Pw	Zen	Vac	AB	Own	U	4	Eat 2002	Sp	40.6	4	4	117	3700	30x5	32x6
Int. Harvester SD-46	2	1740	Lyc 4 S L	6	3 1/4x4 1/2	25.3	Pb	Zen	Vac	AB	Own	U	4	Eat 2002	Sp	40.6	4	4	117	3750	30x5	32x6
Int. Harvester SF-46	2	1950	Lyc 4 S L	6	3 1/4x4 1/2	25.3	Pb	Zen	Vac	DR	Own	U	4	Eat 2002	Sp	40.6	4	4	*140	4000	32x6P	32x6DP
Int. Harvester A-4	2	1935	Own-FBB	6	3 5/8x4 1/2	31.5	Pb	Zen	Vac	DR	Own	U	5	Eat 1712	Sp	47.8	4	4	*145	5070	32x6	32x6DP
Int. Harvester A-5	3	2550	Own-FBB	6	3 5/8x4 1/2	31.5	Pb	Zen	Vac	DR	Own	U	5	Eat 2112	Sp	52.6	4	4	*156	5606	34x7	34x7DP
Int. Harvester HS-54	2 1/2	3850	Hall-S 151	4	4 1/4x5 1/2	28.9	Pb	Zen	Vac	RB	Own	U	5	Eat 54	2R	60.5	4	4	*148	8000	36x5S	36x8S
Int. Harvester HS-54-C	2 1/2	3850	Hall-S 151	4	4 1/4x5 1/2	28.9	Pb	Zen	Vac	RB	Own	U	5	Own A M 428	Ch	63.8	4	4	*148	8665	36x5S	36x10S
Int. Harvester W-1	2 1/2	3850	Hall-S 151	4	4 1/4x5 1/2	28.9	Pb	Zen	Vac	RB	Own	U	5	Eat 58	2R	60.5	4	4	*148	8300	36x5S	36x8S
Int. Harvester HS-74	3 1/2	4850	Hall-S 152	4	4 3/4x5 1/2	36.1	Pb	Zen	Vac	RB	Own	U	5	Eat 74	2R	70.5	4	4	*160	10700	36x5S	40x12S
Int. Harvester HS-74-C	3 1/2	4850	Hall-S 152	4	4 3/4x5 1/2	36.1	Pb	Zen	Vac	RB	Own	U	5	Own A M 427	Ch	79.1	4	4	*160	11000	36x6S	40x12S
Int. Harvester W-3	3 1/2	4850	Hall-S 152	4	4 3/4x5 1/2	36.1	Pb	Zen	Vac	RB	Own	U	5	Eat 78	2R	70.5	4	4	*160	10125	36x6S	40x12S
Int. Harv's'r HS-104-C	5	5500	Hall-S 152	4	4 3/4x5 1/2	36.1	Pb	Zen	Vac	RB	Own	U	5	Own A M 427	Ch	90.5	4	4	*160	11095	36x6S	40x14S
La France-Repub. A-1	*6000	990	Lyc	6	2 7/8x4 3/4	19.8	Pb	Zen	Vac	Aut	Ful	U	4	Tim	Sp	36.1	4	Tr	132	3000	5.50x20	32x6
La France-Repub. C-1	*7000	1295	Lyc	6	3 1/4x4 1/2	25.4	Pb	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	29.1	4	Tr	144	3300	6.00x20	32x6
La France-Repub. D-1	*9000	1595	Lyc	6	3 1/4x4 1/2	25.4	Pb	Zen	Vac	Aut	Ful	U	4	Tim	Sp	37.9	4	Tr	144	3725	30x5	30x5D
La France-Repub. F-1	*12000	2195	Lyc	6	3 1/4x4 1/2	25.4	Pb	Zen	Vac	Aut	Ful	U	4	Eat	Sp	43.0	4	D	155	4850	32x6	32x6D
La France-Repub. F-2	*13000	2395	Lyc	6	3 5/8x5	31.5	Pb	Zen	Vac	Aut	Ful	U	4	Tim	Sp	40.1	4	D	174	5870	32x6	32x6D
La France-Repub. H-1	*15000	2985	Lyc	6	3 7/8x5	36.0	Pb	Zen	Vac	Aut	Ful	U	4	Eat	Sp	36.0	4	D	163	5850	34x7	34x7D
La France-Repub. L-1	*18000	3595	Lyc	6	3 7/8x5	36.0	Pb	Zen	Vac	Aut	Ful	U	4	Eat	2R	48.0	4	D	180	6900	36x8	36x8D
La France-Repub. M-1	*20000	3800	Waukesha	6	4 x4 3/4	38.4	Pb	Zen	Vac	Aut	Br-L	U	5	Eat	2R	53.0	D	R	171	6900	36x8	36x8D
Mack AB	2 1/2-3	3950	Own	4	4 1/4 x5	28.9	Pb	Str	Gra	RB	Own	U	4	Own	2R	Opt	R	D	2-Opt	——	36x4S	36x8S
††Mack BJ	3 1/2-5	6150	Own	6	4 1/2x5 1/2	48.6	Pb	Str	Vac	NE	Own	C	4	Own	2R	Opt	4	D	3-Opt	——	36x8	36x8D
††Mack AK	3 1/2-5	5150	Own	4	5 x6	40.0	Pb	Str	Gra	RB	Own	J	4	Own	Ch	Opt	4	Js	3-Opt	——	36x5S	36x5DS
††Mack AK	3 1/2-5	5250	Own	4	5 x6	40.0	Pb	Str	Gra	RB	Own	C	4	Own	2R	Opt	4	D	3-Opt	——	36x5S	36x5DS
††Mack AC	3 1/2-5	4950	Own	4	5 x6	40.0	Pb	Str	Gra	RB	Own	J	4	Own	Ch	Opt	Js	R	3-Opt	——	36x5S	40x10S
††Mack AC	5 1/2-7	5500	Own	4	5 x6	40.0	Pb	Str	Gra	RB	Own	J	4	Own	Ch	Opt	Js	R	3-Opt	——	36x6S	40x12S
††Mack AC	7 1/2	6000	Own	4	5 x6	40.0	Pb	Str	Gra	RB	Own	J	4	Own	Ch	Opt	Js	R	3-Opt	——	36x7S	40x14S
††Mack AP	7 1/2	9500	Own	6	5 x6	60.0	Pb	Str	Gra	NE	Own	J	4	Own	Ch	Opt	R	Js	191	——	36x7S	40x8DS
Mack BL	1	2500	Own	6	3 1/4x5	25.39	Pw	Str	Vac	NE	Own	U	4	Own	Sp	Opt	4	D	148	——	B6.00x20	DB6.00x20
††Mack BG	1 1/2	3000	Own	6	3 5/8x5	31.57	Pw	Str	Vac	NE	Own	U	4	Own	Sp	Opt	4	D	138-156	——	P32x6	DP32x6
††Mack AB	2 1/2-3	3500	Own	4	4 1/4 x5	28.9	Pb	Str	Gra	RB	Own	U	4	Own	Ch	Opt	R	D	2-Opt	——	36x4S	36x8S
Mack AB	2 1/2-3	4750	Own	6	3 5/8x5	31.57	Pw	Str	Vac	NE	Own	U	4	Own	2R	Opt	R	D	2-Opt	——	P34x7	DP34x7
††Mack AB	2 1/2-3	4300	Own	6	3 5/8x5	31.57	Pw	Str	Vac	NE	Own	U	4	Own	Ch	Opt	R	D	2-Opt	——	P34x7	DP34x7
††Mack BC	3 1/2-4	5250	Own	6	4 x5 1/2	38.4	Pb	Str	Vac	NE	Own	U	4	Own	2R	Opt	4	D	2-Opt	——	P36x8	DP36x8
††Mack BC	3 1/2-4	4250	Own	4	4 1/4 x5	28.9	Pb	Str	Gra	RB	Own	U	4	Own	2R	Opt	4	D	2-Opt	——	36x5S	36x5DS
Mack AC 6-wheel	10	7500	Own	4	5 x6	40.0	Pb	Str	Gra	RB	Own	J	4	Own	Ch	Opt	4R	Js	3-Opt	——	36x7S	40x12S
Mack AP 6-wheel	10	12000	Own	6	5 x6	60.0	Pb	Str	Gra	NE	Own	J	4	Own	Ch	Opt	4R	Js	3-Opt	——	36x7	40x12S
Paige	3/4	860	Own	6	3 1/4x4 1/2	25.35	Pb	Stw	P	DR	W-G	U	3	Sal	Sp	17.36	4	Tr	115	2465	B5.50x19	B5.50x19
*Pierce-Arrow F A-1	1 1/2-2	2450	Own	6	3 1/2x5	29.4	Pw	Str	Pre	DR	Own	U	3	Tim	St	21.4	4	Tr	140	4100	32x6	32x6D
*Pierce-Arrow X A-1	2	3500	Own	4	4 x5 1/2	25.6	Pw	Str	Pre	DR	Own	C	4	Own	Wo	44.2	4Dv	R	150	6750	36x4	36x5DS
*Pierce-Arrow X B-1	3	3750	Own	4	4 x5 1/2	25.6	Pw	Str	Pre	DR	Own	C	4	Own	Wo	48.1	4Dv	R	150	6830	36x5	36x5DS
*Pierce-Arrow H B-1	5	4500	Own	4	4 x5 1/2	25.6	Pw	Str	Pre	DR	Own	C	7	Own	Wo	95.0	4Dv	R	156	8400	36x5	36x6DS
*†Pierce-Arrow W C-1	4	5100	Own	4	4 1/2x6 3/4	32.4	Pw	Str	Pre	DR	Own	C	4	Own	Wo	41.5	4Dv	R	162	8780	36x5	36x6DS
*†Pierce-Arrow R D-1	5	5400	Own	4	4 1/2x6 3/4	32.4	Pw	Str	Pre	DR	Own	C	4	Own	Wo	40.5	4Dv	R	162	9440	36x6	36x7DS
*†Pierce-Arrow R F-1	7 1/2	5600	Own	4	4 1/2x6 3/4	32.4	Pw	Str	Pre	DR	Own	C	4	Own	Wo	51.9	4Dv	R	168	10320	36x6	40x8DS
†Pierce-Arrow R F-T	7 1/2	5600	Own	4	4 1/2x6 3/4	32.4	Pw	Str	Pre	DR	Own	C	4	Own	Wo	51.9	4Dv	R	132	10200	36x6	36x8DS
Relay Series S 11	1	1700	Bud H S 6	6	3 3/8x4 1/2	27.3	PC	Zen	Vac	Aut	Br-L	U	4	Own	Relay	25.7	4	D	142	4050	P30x5	P30x5
Relay Series S 11	1 1/2	1900	Bud H S 6	6	3 3/8x4 1/2	27.3	PC	Zen	Vac	Aut	Br-L	U	4	Own	Relay	25.7	4	D	162	4500	P30x5	DP30x5
Relay Series 40	1 1/2	2990	Bud D S 6	6	3 5/8x5	31.2	PC	Zen	Vac	Aut	Br-L	U	4	Own	Relay	34.5	4	D	168	5300	P34x5	DP34x5
Relay Series S 11	2	2030	Bud H S 6	6	3 3/8x4 1/2	27.3	PC	Zen	Vac	Aut	Br-L	U	4	Own	Relay	30.0	4	D	162	4700	D32x6	DP32x6
Relay Series 40	2	3240	Bud D S 6	6	3 5/8x5	31.5	PC	Zen	Vac	Aut	Br-L	U	4	Own	Relay	34.5	4	D	168	5500	P36x6	DP36x6
Relay Series 50	2	3860	Bud D W 6	6	3 3/4x5	33.7	PC	Zen	Vac	Aut	Br-L	U	5	Own	Relay	58.5	4	D	161	6800	P36x6	DP36x6
Relay Series 40	2 1/2	3240	Bud D S 6	6	3 5/8x5	31.5	PC	Zen	Vac	Aut	Br-L	U	4	Own	Relay	34.5	4	D	168	5700	P36x6	DP36x6

Major Specifications and Mechanical Details of 1930 Commercial Cars Built in the United States

Make and Model	Capacity—Tons	Chassis Price	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gear Set	Location	No. Spds. For.	Rear Axle	Final Drive	Reduction in Low	Brakes, Foot	Brakes, Hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Rear
Relay Series 50	2½	3950	Bud D W 6	6	3¾ x5	33.7	PC	Lon	Vac	Aut	Br-L	U	5	Own	Relay	58.5	4	D	161	7000	P36x6	DP38x7
Relay Series 60	2½	4530	Bud B U S	6	4 x5⅛	38.4	PC	Lon	Vac	Aut	Br-L	U	5	Own	Relay	58.5	4	D	175	7350	P36x6	DP36x6
Relay Series 50	3	4130	Bud D W 6	6	3¾ x5	33.7	PC	Lon	Vac	Aut	Br-L	U	5	Own	Relay	58.5	4	D	161	7200	P36x6	DP40x8
Relay Series 60	3	4595	Bud B U S	6	4 x5⅛	38.4	PC	Lon	Vac	Aut	Br-L	U	5	Own	Relay	58.5	4	D	175	7500	P36x6	DP38x7
Relay Series 80	3	5250	Bud B A 6	6	4⅛x5⅛	40.8	PC	Lon	Vac	Aut	Br-L	U	8	Own	Relay	84.18	4	D	175	8400	P36x6	S40x10
Relay Series 60	3½	4745	Bud B U S	6	4 x5⅛	38.4	PC	Lon	Vac	Aut	Br-L	U	5	Own	Relay	58.5	4	D	175	7800	P38x7	DP40x8
Relay Series 80	3½	5330	Bud B A	6	4⅛x5⅛	40.8	PC	Lon	Vac	Aut	Cov	A	8	Own	Relay	84.18	4	D	175	8600	P36x6	S40x12
Relay Series 80	4	5380	Bud B A	6	4⅛x5⅛	40.8	PC	Lon	Vac	Aut	Cov	A	8	Own	Relay	84.18	4	D	175	8800	P38x7	S40x14
Reo 15 Junior	½	785	Con 16 E	6	3⅜x4	27.3	Pb	Sch	Vac	DR	W-G	U	3	Sal	Sp	14.63	4	Tr	115	2290	5.50x18	5.50x18
Reo D A	1	995	Con 16 E	6	3⅜x4	27.3	Pb	Sch	Vac	DR	W-G	U	3	Own	Sp	18.4	4	Tr	123	2755	30x5	30x5
Reo D F	1	1095	Con 16 E	6	3⅜x4	27.3	Pb	Sch	Vac	DR	W-G	U	3	Own	Sp	18.4	4	Tr	138	2850	30x5	30x5
Reo F A	1½	1295	Own	6	3⅜x5	27.3	Pb	Sch	Vac	DR	Own	U	4	Own	Sp	22.96	4	Tr	137	3525	32x6	32x6
Reo F E	1½	1395	Own	6	3⅜x5	27.3	Pb	Sch	Vac	DR	Own	U	4	Own	Sp	22.96	4	Tr	152	3700	32x6	32x6
Reo F H	2	1595	Own	6	3⅜x5	27.3	Pb	Sch	Vac	DR	Own	U	4	Own	Sp	37.6	4	Tr	142	4165	32x6	32x6D
Reo F C	2	1645	Own	6	3⅜x5	27.3	Pb	Sch	Vac	DR	Own	U	4	Own	Sp	37.62	4	Tr	152	4025	32x6	32x6D
Reo F D	2	1745	Own	6	3⅜x5	27.3	Pb	Sch	Vac	DR	Own	U	4	Own	Sp	37.62	4	Tr	168	4075	32x6	32x6D
Reo G A	3	2035	Own	6	3⅜x5	27.3	Pb	Sch	Vac	DR	Own	U	4	Own	Sp	41.05	4	Tr	163	4625	32x6	32x6D
Reo G C	3	2140	Own	6	3⅜x5	27.3	Pb	Sch	Vac	DR	Own	U	4	Own	Sp	41.05	4	Tr	179	4850	32x6	32x6D
Reo G D	3	1985	Own	6	3⅜x5	27.3	Pb	Sch	Vac	DR	Own	U	4	Own	Sp	46.2	4	Tr	144	4570	32x6	32x6D
Rugby ½ T	½	655	Con	6	3¼x4	25.4	Pb	Str	AC	Aut	Own	U	3	Own	Sp	15.6	4	4	—	2160	29x5	29x5
Rugby 6-15	1	865	Con	6	3¼x4	25.4	Pb	Str	AC	Aut	Br-L	U	4	Sal	Sp	34.49	4	Tr	135	2900	20x5.50	32x6
Selden 7 C	1	1098	Con	6	2¾x4¾	19.84	Pb	Zen	Vac	Aut	BB	U	3	Tim	Sp	5.5	4	D	124	3600	30x5	30x5
Selden 17 C	1½	1430	Con	6	3⅜x4	27.3	Pb	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	5.5	4	D	142	4000	30x5	30x5
Selden 37 C	2½	1950	Con	6	3⅜x4⅝	27.34	Pb	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	5.5	4	D	151	4795	30x5	30x5D
Selden 39 C	3	2848	Con	6	4 x4⅛	38.4	Pb	Str	Vac	Aut	Br-L	U	4	Tim	Sp	6.6	4	D	164	6065	32x6	32x6D
Selden 47 H B	3½	3775	Con	6	4 x4½	38.4	Pb	Str	Vac	Aut	Br-L	U	4	Tim	Sp	6.6	4	D	171	7185	34x7	34x7D
Selden 47 H D	4	4150	Con	6	4 x4½	38.4	Pb	Str	Vac	Aut	Br-L	U	5	Wis	DR	7.3	4	D	171	7475	34x7	34x7D
Selden 67 C	5	4950	Con	6	4⅜x4¾	45.94	Pb	Str	Vac	Aut	Br-L	U	7	Wis	DR	7.14	4	D	171	9000	36x8	36x8D
Selden 77	7	7150	Con	6	4¾x5¾	54.15	Pb	Str	Vac	Aut	Br-L	U	7	Wis	DR	9.36	4	D	178	12000	36x7	40x7D
Service Series S 11	1	1600	Bud H S 6	6	3⅜x4½	27.3	PC	Zen	Vac	Aut	Br-L	U	4	Col	Sp	25.5	4	D	142	3900	P30x5	P30x5
Service Series S 11	1½	1900	Bud H S 6	6	3⅜x4½	27.3	PC	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	29.2	4	D	162	4300	P30x5	DP30x5
Service Series 40	1½	2990	Bud D S 6	6	3⅝x5	31.5	PC	Zen	Vac	Aut	Br-L	U	4	Tim	W	34.8	4	D	168	4700	P34x5	DP34x5
Service Series S 11	2	2030	Bud H S 6	6	3⅜x4½	27.3	PC	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	29.2	4	D	162	4500	P32x6	DP32x6
Service Series 40	2	3240	Bud D S 6	6	3⅝x5	31.5	PC	Zen	Vac	Aut	Br-L	U	4	Tim	W	34.8	4	D	168	4900	P36x6	DP36x6
Service Series 40	2½	3240	Bud D S 6	6	3⅝x5	31.5	PC	Zen	Vac	Aut	Br-L	U	4	Tim	W	34.8	4	D	168	5100	P36x6	DP36x6
Service Series 60	2½	4580	Bud B U S	6	4 x5⅛	38.4	PC	Zen	Vac	Aut	Br-L	U	5	Tim	W	63.0	4	D	175	7000	P36x6	DP36x6
Service Series 60	3	4680	Bud B U S	6	4 x5⅛	38.4	PC	Zen	Vac	Aut	Br-L	U	5	Tim	W	63.0	4	D	175	7100	P36x6	DP38x7
Service Series 80	3½	5250	Bud B A 6	6	4⅛x5⅛	40.8	PC	Zen	Vac	Aut	Br-L	A	7	Tim	W	98.2	4	D	175	8200	S36x6	S36x12
Service Series 80	4	5330	Bud B A 6	6	4⅛x5⅛	40.8	PC	Zen	Vac	Aut	Br-L	A	7	Tim	W	98.2	4	D	175	8400	S36x6	S36x14
Service Series 100	5	5830	Bud B A 6	6	4⅛x5⅛	40.8	PC	Zen	Vac	Aut	Br-L	A	7	Tim	W	98.2	4	D	175	9600	S36x6	S40x14
Stewart 30	1	695	Lyc AFE	4	3¾x4½	22.5	Pb	Str	Vac	DR	Cla	U	4	Sal	Sp	6.6	4	D	130	2905	6.50x20	6.50x20
Stewart 30 X	1	795	Lyc WRG	6	2⅞x4½	19.8	Pb	Str	Vac	DR	Cla	U	4	Sal	Sp	6.6	4	D	130	2965	6.50x20	6.50x20
*Stewart 16	1¼	1295	Lyc CT	4	3¾x5	22.5	Pb	Str	Vac	DR	Ful	U	4	Cla	Sp	24.0	4	D	130	3326	32x6	32x6
*Stewart 16 X	1¼	1295	Lyc 4 SL	6	3¼x4½	25.3	Pb	Str	Vac	DR	Ful	U	4	Cla	Sp	24.0	4	D	130	3326	32x6	32x6
Stewart 28 X	1½	1495	Lyc 4 SL	6	3¼x4½	25.3	Pb	Str	Vac	DR	Ful	U	4	Cla	Sp	27.3	4	D	136	3840	30x5	30x5D
Stewart 29 X	2	1695	Lyc 4 SL	6	3¼x4½	25.3	Pb	Str	Vac	DR	Ful	U	4	Cla	Sp	27.3	4	D	145	4188	32x6	32x6D
Stewart 26 X W	2	2290	Lyc TF	6	3⅝x5	31.5	Pw	Str	Vac	DR	Ful	U	4	Tim	Wo	29.0	4	D	165	5095	32x6	32x6D
*Stewart 16 X	2½	2690	Lyc TF	6	3⅝x5	31.5	Pw	Str	Vac	DR	Ful	U	4	Tim	Wo	29.0	4	D	165	5788	32x6	32x6D
Stewart 32 X	2½	1990	Lyc ASA	6	3⅝x4¾	31.54	Pw	Str	Vac	DR	Ful	U	4	Cla	Sp	7.25:1	4	D	165	5100	32x6	32x6D
Stewart 33 X	3	3290	Lyc TS	6	3⅞x5	36.2	Pw	Str	Vac	DR	Ful	U	4	Tim	Wo	7.25:1	4	D	165	6450	34x7	34x7D
Stewart 19 X	3½	3690	Lyc TS	6	3⅞x5	36.2	Pw	Str	Vac	DR	Ful	C	12	Tim	Wo	105.1	4	D	165	6990	36x5	36x10
Stewart 31 X	5	4990	Wak 6 RSL	6	4⅝x5⅛	45.9	Pw	Str	Vac	DR	Ful	C	8	Tim	Wo	10.5:1	4	D	165	8400	36x6S	36x6SD
Stewart 27 X	6-7	5700	Wak 6 RSL	6	4⅜x5⅛	45.99	Pw	Str	Vac	DR	Ful	U	8	Tim	Wo	93.81	4	D	165	9927	36x7	40x7D
Studebaker GN-P	¾	845	Own	8	3½x4⅜	39.2	Pb	Str	P	DR	Own	U	3	Own	Sp	15.15	4	14	146	3265	30x5	32x6
Studebaker GN-S	1	1045	Own	6	3⅜x4⅛	27.3	Pb	Str	P	DR	Own	U	3	Own	Sp	13.8	4	D	158	5030	7.00x20	7.00x20D
Studebaker GK-N	1	1095	Own	6	3⅜x4⅛	27.3	Pb	Str	P	DR	Own	U	3	Own	Sp	13.8	4	D	184	5200	7.50x20	7.50x20D
Studebaker GN-N	*4000	1245	Own	6	3⅜x4⅝	27.3	Pb	Str	P	DR	Cla	U	4	Cla	Sp	33.5	4	D	184	5680	7.50x20	7.50x20D
Studebaker 77	*12500	2895	Own	6	3⅜x4⅛	27.3	Pb	Str	P	DR	Ful	U	4	Eat	Sp	24.6	4V	D	115	2465	6.00x19	6.00x19
Studebaker 88	*12500	3295	Own	8	3½x4⅜	39.2	Pb	Str	P	DR	Ful	U	4	Eat	Sp	24.6	4V	D	130	2990	6.00x20	30x5
Studebaker 99	*14000	3795	Own	8	3½x4⅜	39.2	Pb	Str	P	DR	Ful	U	4	Eat	Sp	24.6	4V	D	146	2955	30x5	30x5
Whippet 96 A	½	360	Own 96 A	4	3⅛x4¾	15.6	Pb	Til	Vac	Aut	Own	U	3	Own	Sp	14.74	4	R	103¼	1691	28x4.75	28x4.75
Willys Six 98 B	½	525	Own 98 B	6	3¼x3⅞	25.35	Pb	Til	Vac	Aut	Own	U	3	Own	Sp	13.43	4	B	110	1903	29x5.00	29x5.00
Willys Six C-101	1½	695	Own 98 B	6	3¼x3⅞	25.35	Pb	Til	Vac	Aut	Ful Wo	U	4	Cla	Sp	33.51	4	R	131	2675	30x5	30x5
†White 15 B	1	1545	Own GKA	4	3¾x5⅛	22.5	CS	Zen	Vac	L-N	Own	C	4	Own	Sp	18.6	R	R	133½	3242	30x5	30x5
†White 57	1¼	2725	Own GRC	4	4 x5¾	25.6	Pw	Zen	Vac	L-N	Own	U	4	Own	Sp	19.3	R	R	146	3755	32x6	32x6
†White 20 A	1½	2125	Own GKA	4	3¾x5⅛	22.5	CS	Zen	Vac	L-N	Own	C	4	Own	Sp	32.1	R	R	145½	4412	34x5	34x5DP
†White 56	2	3125	Own GRC	4	4 x5¾	25.6	Pw	Zen	Vac	Mag	Own	U	4	Own	Sp	26.2	R	D	165	5096	36x4S	36x7S
†White 51 A	2½	3750	Own GRB	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	4	Own	Sp	35.5	R	D	170	6256	36x5S	36x8S
†White 55	3½	4650	Own GRB	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	4	Own	IG	66.1	4	R	174	8512	36x5S	40x5SD
†White 52 T	3½	4700	Own GRB	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	4	Own	IG	76.5	4	R	129½	8236	36x5S	40x5SD
†White 52	5	5100	Own GRB	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	5	Own	IG	92.3	4	R	174	9184	36x6S	40x12S
†*White 58	3	4400	Own GRB	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	4	Own	IG	49.5	D	R	180	7535	36x5S	36x5SD
†White 60	1	1850	Own 2 A	6	3½x4½	29.4	Pw	Zen	Vac	DR	Own	U	3	Own	Sp	17.9	4	D	138	3562	30x5	30x5
†White 61	1½	2450	Own 2 A	6	3½x4½	29.4	Pw	Zen	Vac	DR	Own	U	4	Own	Sp	23.4	4	D	148	4612	30x5	30x5D
†White 59 A	7½	6000	Own 3 A	6	4 x5¼	38.4	Pw	Zen	P	L-N	Own	U	4	Own	Sp	66.5	4	D	155⅛	—	40x8	40x14S
Willys-Knight T-103	1½	825	Own KGT	6	2½x4⅜	20.7	Pb	Til	Vac	Aut	Ful Wo	U	4	Cla	Sp	39.27	4	B	131	2808	30x5	30x5
Willys-Knight 20	2	1945	Own KGT	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful KU	U	4	Eat	Sp	40.74	4	R	150	3800	32x6	34x7
Willys-Knight 21	2	1995	Own KGT	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful KU	U	4	Eat	Sp	40.74	4	R	164	3900	32x6	34x7
Willys-Knight 25	2½	2545	Own KGT	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful GU	U	4	Wis	2R	30.45	4	R	150	4920	32x6	32x6D
Willys-Knight 26	2½	2595	Own KGT	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful GU	U	4	Wis	2R	30.45	4	R	164	5020	32x6	32x6D

GENERAL NOTATIONS

*†REFERENCE MARKS apply to individual lines only and explanations are given under the subdivision for each company in the "SPECIAL NOTATIONS."

CAPACITIES given in this table are in tons or fractions of tons. *Shows maximum allowable gross weight in pounds.

WHEEL BASES given are standard, but optional wheel bases are available in many cases.

ENGINE—Bud, Buda; Con., Continental; Her, Hercules; Kgt, Knight; Lyc, Lycoming; Wak, Waukesha; Wis, Wisconsin.

LUBRICATION—Pb, pressure lubrication to main and connecting rod bearings; Pw, full pressure lubrication to all bearings, including wrist-pins; CS, circulating splash; Sp, Splash.

CARBURETOR—Car, Carter; Joh, Johnson; Mar, Marvel; Sch, Wheeler-Schebler; Str, Stromberg; Stw, Detroit lubricator; Til, Tillotson; Zen, Zenith-Detroit.

FUEL FEED—Gra, Gravity; Pre, Pressure; Vac, Vacuum tank; P, Fuel pump.

IGNITION—AB, American-Bosch; Aut, Electric Auto-Lite; Eis, Eisemann; L-N, Leece-Neville; N-E, North East; RB, Robert Bosch; D R, Delco-Remy.

TRANSMISSION—Br, L, Brown-Lipe; Cov, Covert; Ful, Fuller; Mec, Mechanics Machine; Mun, Muncie; W-G, Warner Gear.

LOCATION—C Center, Amid; U, in unit with engine.

REAR AXLE—Cla, Clark Equipment; Col, Columbia; Eat, Eaton; Sal, Salisbury; Tim, Timken, Wis, Wisconsin.

FINAL DRIVE—St, Straight bevel; Sp, Spiral bevel; Wo, Worm; 2 R, Double Reduction; Ch, Chain; Relay, Relay drive.

BRAKES—Js, Jack shaft; R, Rear wheels; D, Drive shaft; 4, four-wheel; Tr, Transmission; W Westinghouse air brake. B, Both front and rear wheels.

TIRES—B, Balloon; D, Dual; S, Solid.

SPECIAL NOTATIONS

AMERICAN-LA FRANCE

*Chief model also available as 2½-ton model, 34x7 tire, dual rear, weight 6,400. Price $3,900.

Chieftain model also available as Dump Truck 160-inch wheel base.

Balloon tires optional on Chief, Chieftain and Big Chief models.

AUTOCAR

†Engines in these models are located under the driver's seat.

DAY-ELDER

Models GF and HF also available in 186-inch wheel base.

Model JF also available in the following wheel bases: 165, 180 and 204 inches.

Model KF also available in 202-inch wheel base and tractor 149.

DURANT LINE

†Price includes panel body.

GENERAL MOTORS TRUCK LINE

*Capacity indicated for each chassis is the recommended gross weight without exceeding rated capacity of tires. The tire size does not affect the straight rating for which chassis is guaranteed and each model is designed to operate satisfactorily under average conditions with loads giving a total gross weight chassis, body, equipment and payload, equal to straight rating given below. The additional standard wheel base lengths, the number of additional tire types (tire combinations—each type carrying a recommended gross weight) and the ton range on a nominal payload basis for each model is given below.

Model	Straight Rating	Additional Wh. Bases, ins.	Addit'l Tire Types	Pay'l Range
T-11	3000	None	None	½
T-15	5400	141	2	¾
T-17	6500	141	6	¾-1¼
T-19	8500	141, 152	16	1-2
T-25	8500	141, 152	11	1-1¾
T-30	11000	152, 164	12	1½-2½
T-42	14000	152, 164, 181	10	2-3½
T-44	15000	152, 164, 181	10	2-4
T-60	18500	166¾, 184½, 200¼	16	2½-4½
T-82	22000	167½, 185¼, 201	10	3-6
T-90	28000	201, 220	5	5-7½

Optional rear axle ratios are available for all models.

F. W. D.

*Indicates six-wheel model. Special power take-off transmission, which provides 3 power take offs which may be operated in any transmission speed, optional on all models.

GRAMM

*Models B, C, D and E are furnished in three wheel base lengths—others on request.

*Models GY and GYB also available in 190-inch wheel base.

*Models HY and HYB also available in 210-inch wheel base.

Tire sizes and electrical equipment optional, depending upon type of service—coach or van.

*Model O Series, Large engine, pneumatic tires, special wheel bases optional at extra cost.

*Model T Series, Large engine, pneumatic tires, special wheel bases and 8 speed transmission optional at extra cost.

MACK LINE

Other wheel bases furnished on all truck models.

On 6-wheel jobs 4 rear wheels driven by chains, foot brake on 4 rear wheels.

HYP.—Hypoid drive, single reduction.

††Made also in tractor models.

PIERCE-ARROW LINE

*Model FA1 also available as Model FA2, at $2,550 on 160-inch wheel base, weight 4,150 lbs., and also as Model FA3, at $2,250 on 130-inch wheel base, weight 4,200 lbs.

*Model XA1 also available as Model XA2, at $3,550 on 162-inch wheel base, weight 6,890 lbs.

*Model XB1 is also available as Model XB2, at $3,800 on 180-inch wheel base, weight 6,900 lbs.

*Model HB1 is also available as Model HB2, at $4,550 on 180-inch wheel base, weight 8,500 lbs., and also as Model HB3, at $4,600 on 198-inch wheel base, weight 8,700 lbs.

*Model WC1 is also available as Model WC2, at $5,150 on 180-inch wheel base, weight 8,950 lbs., and also as Model WC3, at $5,250 on 198-inch wheel base, weight 9,050 lbs.

*Model RD1 is also available as Model weight 9,650 lbs., and also as Model RD3, at $5,500 on 198-inch wheel base, weight 9,750 lbs.

*Model RF1 is also available as Model RF2, at $5,650 on 204-inch wheel base, weight 10,500 lbs.

†Seven-speed transmission also available.

REO LINE

RD2, at $5,450 on 180-inch wheel base.

*Tonner in wheel base, 123, 138; 1½-ton in wheel base, 137, 156, 152; 2-ton in wheel base, 152, 168; 3-ton in wheel base, 168, 179, 184.

RUGBY

F—Chassis weight includes body.

STEWART LINE

Model 30 and 30X can also be supplied in 120 and 140-inch wheel base.

*Models 16 and 16X can be supplied in 145-inch and 160-inch wheel base.

Model 28X can be supplied in 145, 160 and 176-inch wheel base.

Model 29X can be supplied in 160 and 176-inch wheel base.

*Model 26XW can be supplied in 148, 176 and 190-inch wheel base.

*Models 18X, 32X and 33X can be supplied in 148, 190 and 220-inch wheel base.

*Models 19X, 31X and 27X can be supplied in 148, 172, 190, 220 and 235-inch wheel base.

STUDEBAKER LINE

*Capacity Model GN-N is 4,000 lbs. for body, cab, driver and payload.

Maximum gross load, chassis, body and payload for Models 77 and 88 is 12,500 lbs. and for Model 99 is 14,000 lbs.

‡Hand brake same as foot brake, standard. Hand brake on drive shaft, special equipment.

Range of Automotive Stocks: Financial News

WEDNESDAY, APRIL 2

NEW YORK STOCK EXCHANGE

Previous 1929-1930 High	Low	Div.		Sales	High	Low	Close	Net Change
104⅞	7	....	Advance Rumely ...	1.100	19½	18⅝	18⅝	— ⅞
119	15	....	do pf.	1,200	39	37½	38⅜	+ ⅜
223⅜	77	3	Air Reduction	4.500	144	139¾	140	— ⅝
11¼	1	....	Ajax Rubber	17,000	2½	2⅛	2⅜	+ ¼
75½	35⅛	3	Allis Chalmers	7,600	67⅛	65¼	65¼	— 1⅝
76½	27	....	Am. Bosch Magneto	500	52	49¼	50½	— 1½
101	70¼	7	American Chain pf.	No sales today				
8⅞	2	....	American-La France	12,300	4	3	3⅝	+ ¾
514	120	*4	Auburn	2.100	258	253⅛	253⅛	— 6⅜
104⅜	25	2	Bendix Aviation	55,200	56½	54⅛	54⅝	+ ⅜
136¾	37	3	Bohn Aluminum	5,400	68¼	66⅛	66⅛	+ 1⅛
86⅞	26	4	Borg-Warner	6,000	50	48¼	48⅞	— ⅛
63⅛	8½	....	Briggs Mfg. Co.	6,900	18⅞	17⅞	17⅞	— ⅝
43½	17⅜	2	Briggs & Stratton ..	200	33¾	33⅜	33¾	+ ½
73⅞	13	....	Brockway Motor	1,000	19⅝	19	19⅛	— ¼
22⅞	8⅛	1	E. G. Budd Mfg.	10,000	15⅜	15	15	....
14⅝	7¾	1	Budd Wheel	6.800	14¼	13⅝	14	+ ⅜
72⅞	25	1.60	Bullard	9,800	74	71½	72	— ¼
78⅜	40¼	*3	Caterpillar Tractor..	2,300	77	76	76	— 1
90¾	18	4.20	Checker Cab	13.900	60⅝	55¾	55¾	— 4¼
47½	20⅞	....	Chicago Pneu. Tool.	3,800	35⅝	34¼	35⅜	+ ½
32	26½	3	Chicago Yellow Cab.	No sales today				
185	26	3	Chrysler Corp.	10,900	38¾	38	38¼	— ⅝
61⅝	25	3	Clark Equipment ...	No sales today				
62⅝	18	3	Commercial Credit .	5,700	40¼	38½	40	— ¾
105¾	70	6.50	do 6½s pf.	No sales today				
76	22⅛	‡1.60	Comm'l Invest. Trust	2,200	51½	50	50	— ¾
87	85	*1.60	do 6½s pf.	No sales today				
29⅜	5⅝	....	Continental Motors..	7,900	7⅜	7	7⅛	— ⅛
123¼	50	*3.50	Cutler-Hammer	700	87¾	86½	87	— 1
231	80	*1	Du Pont	10,200	140	137⅛	137⅛	— 2½
76¾	18	3	Eaton Axle & Spring	2,000	35¾	35	35	+ ⅛
174	50	6	Electric Auto-Lite ..	5,700	113	110	110	— 2
104½	55	5	Electric Stor. Battery	700	76¾	75⅞	75⅞	— ⅞
7⅝	3¾	....	Emerson Brant	No sales today				
73¾	15	2.50	Evans Auto Load ..	400	23½	23	23	— ½
22⅜	5	.80	Federal Motors	400	11½	11¼	11½	+ ⅜
9	7	.64	Fifth Avenue Bus ..	No sales today				
37	24½	1.60	Firestone T. & R. ..	500	29¼	28⅞	29	— ¼
89⅝	79¾	6	do pf.	200	85⅞	85⅞	85⅞	+ ¼
20⅛	2⅛	....	Fisk Rubber	43,300	5½	4⅝	5	+ ⅜
82½	8	....	do 1st pf.	No sales today				
33⅞	5	....	Gabriel Company ..	300	10	9½	9½	— ½
25	3	....	Gardner Motor	4.400	7	6⅝	6⅝	— ¼
86⅛	55¼	1.60	General Electric ...	120,100	88⅛	83⅞	85¼	+ ¾
91¾	33¼	*3	General Motors	46,600	49⅞	49	49	— ¾
126½	112	7	do 7s pf.	No sales today				
64⅛	26	*2	Glidden Co.	2,600	35⅞	35⅛	35⅛	— ⅝
115⅛	95	7	do pf.	No sales today				
105¾	38¼	4	Goodrich	2,500	56¾	54½	54¾	— 1⅜
115¼	95½	7	do pf.	No sales today				
154½	60	5	Goodyear T. & R. ..	3,600	94½	92	92⅛	— 2⅜
104⅞	86	7	do pf.	400	101½	101	101½	....
54	7⅜	....	Graham-Paige Motor	5,200	12¾	11⅝	12	— ½
68⅜	5½	....	Hayes Body	3,100	14½	13⅛	13½	— ¾
33½	21½	1.80	Hercules Motor	100	25	25	25	+ ¼
52¾	13	2	Houdaille-Hershey B	9,500	27¼	26¼	26¼	+ ¼
93½	38	5	Hudson Motor Car..	7,000	56¼	55⅛	55⅜	— ⅝
82	18	2	Hupp Motor Car ...	2.400	24⅛	23¼	23¼	— ¾
32½	3½	....	Indian Motocycle ..	9,100	12¾	11½	11¾	— ½
14¼	2	....	Intercon. Rubber ...	100	7	7	7	— ½
142	65	2.50	Interna. Harvester .	12.800	96⅜	93⅛	93⅞	+ 1⅛
145	137	7	do pf.	100	144⅛	144⅛	144⅛	— ⅛
242¾	90	3	Johns-Manville	8.800	133⅜	129⅝	131	— ⅜
16½	1½	....	Jordan Motor Car ..	9.300	4⅞	4⅛	4½	+ ½
24	3	....	Kelly-Springfield ...	4.200	5½	5¼	5½	— ⅛
100	26	....	do 6s pf.	No sales today				
94⅞	16	....	do 8s pf.	No sales today				
59¾	18⅝	2	Kelsey-Hayes Wheel.	4.200	35⅞	35	35⅜	— ½
25	5	....	Lee Rubber & Tire..	1.600	10¼	9½	9½	— ¾
45⅜	39	2.60	Link Belt	No sales today				
108⅞	22	2	Ludlum Steel	2.800	40¼	39¼	39¼	— ⅞
114¾	55⅛	6	Mack Trucks	3,800	86⅛	85⅜	85⅜	— ⅜
89⅞	30	*2	Marlin Rockwell	800	52¼	50⅞	51⅞	+ ⅞
104	19	2	Marmon	500	28⅞	28	28⅜	+ ⅜
18	2½	....	Martin Parry	100	4¾	4¾	4¾	— ⅛
34⅞	9	2	Mengel	1.000	21⅛	20½	20½	— ½
122⅞	44	2.50	Michigan Steel	500	72	71	71	— 1⅛
28⅞	3¼	....	Miller Rubber	400	5⅜	5⅛	5⅛	+ ⅛
16½	1½	....	Moon Motors	82,100	16½	15	16	....
31¾	3¼	....	Moto Meter G & E..	6,400	6⅞	6⅝	6¾	+ ¼
142	36	2	Motor Products	500	62½	61½	61½	....
55⅛	21	3	Motor Wheel Corp. .	200	32¾	32⅛	32⅛	— ⅝
81⅞	10	....	Mullins Mfg.	300	19	18⅞	18⅞	+ ⅜
100⅞	14⅞	‡2	Murray Corp.	5.300	23⅜	21⅝	21⅞	— 1¼
118⅞	40	6	Nash Motors	6.500	48⅜	47½	47⅞	+ ⅛
41⅞	11⅝	1.50	National Acme	700	23⅝	23¼	23½	— ½
6¼	¾	....	Norwalk T. & R.	100	2½	2½	2½	....
10	9	....	do pf.	No sales today				
10⅞	2⅛	....	Omnibus Corp.	100	7⅜	7⅜	7⅜	+ ¼
55	22¼	2.50	Otis Steel	300	37⅞	37⅛	37⅛	— ½
32½	13	1	Packard Motor Car.	70.000	22⅜	21½	21⅝	— ¾
26⅛	15½	1.50	Parmalee Transport.	13.300	23¾	22½	23	— ¾
22½	5⅛	....	Peerless Motor Car.	1.300	10⅛	9⅜	9⅝	— ⅝
37⅛	18	....	Pierce-Arrow	1.800	30	28	30	+ 2
87½	67¾	6	do pf.	800	76	74½	76	+ 1½
30⅜	20	1.50	Pure Oil	4.300	25⅞	25¼	25¼	— ¼
58½	28	2.60	Raybestos Manhattan	7,500	48⅜	46	47¼	— ½
31⅞	10⅛	.80	Reo Motors	3,100	14	13¾	13¾	— ⅛
12¼	3⅝	....	Reynolds Spring	1.200	5⅞	5⅝	5⅝	....
22½	9¾	1.20	Seagrave	300	12¼	11⅝	12¼	— ⅛
31¾	19	1.40	Shell Union Oil	4,100	24	23¾	23¾	— ⅛
45	21	2	Sinclair Oil	59,000	31⅜	29⅝	30⅛	— 1
73	13⅛	....	Sparks-Withington .	13,200	23¼	22⅛	22⅞	+ ⅜
66¾	20⅛	....	Spicer Mfg Co	1.200	30	30	30	....
55⅞	38	3	do pf.	100	45	45	45	— ⅛
81⅞	51½	2.50	Stand. Oil of Cal. ..	13,200	69½	67½	67¾	....
83	48	*1	Stand. Oil of N. J. ...	43,500	76⅞	74¼	74⅞	— 1⅝
48⅛	31¼	1.60	Stand Oil of N Y...	13.200	36	35⅝	35⅞	+ ¼
77	30	*3.50	Stewart-Warner Spd.	12.800	44½	43	43½	+ ½
98	38¼	5	Studebaker Co	5.800	42½	41¾	41⅞	+ ⅛
38	33½	2.40	Thompson Products	300	36½	36⅛	36⅛	+ ⅛
34⅜	11½	.80	Timken Detroit Axle	1.100	19½	18⅞	18⅞	— ¾
139⅜	58½	3	Timken Roller Bear.	5.200	85¼	82¾	82¾	— 2⅛
63	30	2.50	Trico	2,600	41	39⅜	39⅜	— 1½
243⅝	95	*6	U. S. Ind. Alcohol ..	400	105½	103	103¾	— 1¼
65	15	....	U. S. Rubber	15.300	34	32½	32½	— ¾
92½	40⅞	....	do 1st pf.	3,200	63¾	61¼	61⅞	— 1⅞
42⅞	15	1	Warner Quinlan	1,200	18½	18¼	18⅜	— ⅛
67¾	36½	2	Westinghouse A. B. .	3,200	48½	48	48¼	— ⅛
53½	27¼	2	White Motors	4,500	40⅝	39¼	40	+ ⅝
61¼	19	2.50	Wilcox Rich A	No sales today				
62	12⅜	2	do B	3,300	27½	26⅛	26⅛	— 1⅛
35	5¼	1.20	Willys-Overland	7,000	9¾	9½	9⅝	....
88	61¾	4	Yale & Towne	No sales today				
51¼	7½	....	Yellow Tr. & C. B...	5,300	26	24¾	24¾	— 1⅛
59¾	33½	3	Young (L. A.) S. & W.	9.800	45⅝	45	45½	+ ¼

*And extra. †And 6 per cent. in stock. ‡And stock.

NEW YORK CURB EXCHANGE

Sales		High	Low	Close	Net Chge
67100	Cities Service..	43⅜	41¾	41¾	—1½
300	do pf	93¾	93½	93¾	....
	Cont Dia Fibre.		No sales		
18900	Cord Corp	17⅛	16¼	16½	— ½
	Doehler D C....		No sales		
3200	Durant Motor..	4¾	4⅝	4⅝	....
	Fageol Motor..		No sales		
	Fedders		No sales		
	Federal Mogul..		No sales		
100	Federal Screw..	36⅜	36⅜	36⅜	— ⅛
	Fiat		No sales		
800	Ford Canada...	34½	33½	34½	— ⅛
1500	Ford France ...	10⅜	10	10	— ¾
4100	Ford Ltd	18⅞	18½	18½	— ¼
	Franklin Mfg ..		No sales		
	Gen T & Rub..		No sales		
	Gr'nf'ld T & D		No sales		
	Hall Lamp		No sales		
	Henney		No sales		
	Hood Rubber...		No sales		
	India Tire		No sales		
	Isotta Fras		No sales		
	Jaeger		No sales		
	Lakey		No sales		
	McQuay Norris..		No sales		
	Midland Steel..		No sales		
	Nat Rub Mach.		No sales		
2800	Paramount Cab..	9⅜	8⅞	9⅜	+ ⅛
	Perfect Circle..		No sales		
	Pines Winter...		No sales		
	Pitt Pl Glass...		No sales		
	Rolls Royce Am		No sales		
	Ross Gear		No sales		
	Safe T Stat....		No sales		
300	Seiberling	14¼	14	14	½
110	Smith A O.....	236½	232	236½	+ 4½
	Sparks With		No sales		
600	Stutz Motor	3⅜	3	3⅜	+ ⅛
1600	Thermoid Co ...	27⅜	26	27	— ¼
200	Triplex	6	6	6	— ¼
	Tung Sol		No sales		
	U S Asbestos...		No sales		
600	Watson, J W....	4¾	4	4	— ½
	Wayne Pump ..		No sales		

NEW YORK OVER-THE-COUNTER

Div.		Bid	Asked
6	Am Hard Rubber.....	61	65
....	Dixon (J) Crucible.....	168	175
3.50	Doehler Die Casting.....	37½	..
7	do pf	83	..
....	Eisemann Magneto	22	..
7	do pf	90	..
....	Rolls Royce Am.....	..	13
....	do pf	15	18
....	Splitdorf Beth Elec.....	5¼	6

CHICAGO STOCK EXCHANGE

Sales		High	Low	Last
50	Acme Steel	72¼	72¼	72¼
50	Ainsworth Mfg Co..	33	33	33
800	Allied Motor Ind...	15¼	15	15
400	Auburn Auto	258	254	254
17500	Bendix Aviation....	56⅜	54⅜	54½
39500	Borg-Warner	50¼	48⅜	48½
50	Chain Belt	47½	47½	47½
800	Chicago Yellow Cab	29⅞	28⅝	28⅝
22000	Cord Corp	17¾	16¾	16½
600	Houdaille Hershey A	29¾	28¾	29¼
14100	do B	27½	26¼	26¾
650	Modine	60	59	59
50	Mohawk Rubber ...	11	11	11
950	Muskegon M S.....	19¾	19¼	19¾
5350	Noblitt Sparks	56⅝	55	56
5220	Perfect Circle	44½	43	44
650	Ross Gear	34¾	34	34¾
25	Sterling M T.....	26½	26½	26½
30	Van Sicklen	21	21	21
50	Warchell pf	20½	20½	20½

CLEVELAND STOCK EXCHANGE

Sales		High	Low	Last
120	Apex Electric	16	16	16
10	Geometric Stamping	18½	18½	18½
20	Glidden pr pf.....	105	105	105
1	Jaeger Machine	28	28	28
25	Jordan Motor pf....	12½	12½	12½
50	National Acme	23⅝	23⅝	23⅝
210	Packard Electric....	20	20	20
285	Seiberling Rubber..	14	14	14
100	Sparks With	22½	22½	22½

DETROIT STOCK EXCHANGE

Sales		High	Low	Last
1570	Bower Roller B....	14½	14	14⅛
835	Diesel W G.....	24	23	23½
315	Detroit Motor Bus.	6⅝	6½	6⅝
677	Excello E.....	21	20	20¼
610	Federal Mogul.....	12⅝	12½	12½
210	Federal Mot Truck.	11¼	11¼	11¼
230	Ford M Canada A.	34½	34	34
1045	G R Metalcraft....	7⅝	7¼	7½
895	Hall Lamp	15⅞	15¼	15⅞
200	Houdaille Hershey B	27	27	27
360	Jackson Motor	11¾	11½	11½
580	Motor Bankers	22⅞	22½	22⅞
175	MacAleer	14½	14½	14½
500	Pittsburgh Forge ...	21½	20¾	20¾
65	Parker Rustproof...	125	120	124½
5505	Packard Motor.....	22⅜	21¾	21⅞
240	Reo Motor	13⅞	13⅝	13⅝
1405	Timken Axle	19⅝	19	19¼
837	Universal Products.	26	25½	25¼
200	Wilcox Rich	27½	27¼	27½

G. E. WILL EXHIBIT AT DETROIT AIRCRAFT SHOW

Schenectady, N. Y., April 3.—Lighting equipment, instruments and other auxiliary devices will be exhibited by the General Electric Company at the All-American Aircraft Show in Detroit, April 5 to 13, inclusive. One of the most interesting exhibits will be a standard Department of Commerce radio range beacon transmitter, aural type, rated 1,500 watts, of the kind now being installed on airways throughout the country.

Other devices include a standard Department of Commerce beacon of the 24-inch, rotating type; a 20-inch glass dome beacon; an electric tachometer or engine speed indicator; an electric temperature indicator; a magneto compass; a card compass; an oil immersion heater, and an instrument panel. C. T. McLoughlin of the General Electric Company will be in charge of the exhibit.

DE VILBISS OFFICIALS PLAN EUROPEAN TRIP

Toledo, O., April 3. — Allen Gutchess, president of the DeVilbiss Company, manufactur of pressure spray painting equipment, has left here to join Rex Wells, export manager of the company, at New York. Gutchess and Wells will visit trade connections of their company in Europe. Gutchess is expected to be abroad six weeks.

CRUDE OIL OUTPUT SHOWS SLIGHT DROP

New York, April 3.—The American Petroleum Institute estimates that the daily average gross crude oil production in the United States for the week ended March 29, 1930, was 2,514,200 barrels, as compared with 2,535,900 barrels for the preceding week, a decrease of 21,700 barrels. The daily average production east of California was 1,883,100 barrels, as compared with 1,886,500 barrels, a decrease of 3,400 barrels.

Imports of petroleum (crude and refined oils) at the principal United States ports for the week ended March 29 totaled 1,391,000 barrels, a daily average of 270,143 barrels, compared with 1,366 000 barrels, a daily average of 195,143 barrels for the week ended March 22 and a daily average of 255,607 barrels for the four weeks ended March 29, 1930.

PACKARD REPORTS 31C. A SHARE FOR 4 MONTHS

Detroit, April 3.—Packard Motor Car Company reports for four months ended December 31, 1929, net profit of $4,725,172 after depreciation, Federal taxes, etc., equivalent to 31 cents a share on 15,000,000 no-par shares of capital stock. This is an interim report effecting the change in company's fiscal year to end December 31 instead of August 31, as formerly.

GOODYEAR OF CANADA REPORTS FAIR EARNINGS

Montreal, April 3.—Despite a lower volume of sales and a reduction in earnings due to the general depression in the automotive and rubber industries, Goodyear Tire and Rubber Company of Canada earned sufficient in the first six months of its fiscal year, to March 31, to cover the usual depreciation, provide a special reserve, meet preferred dividend requirements for the full year and about 70 per cent. of the annual dividend on the common stock.

EASTERN ROLLING MILL REPORTS BUSINESS GAINS

Richmond, Va., April 3 (UTPS).—The Eastern Rolling Mill Company is booking orders in more satisfactory volume and the management is more optimistic over the outlook than it has been for some time, it has been learned here. The company has enough business on hand to keep the plant operating at better than 60 per cent. of capacity for at least ten days, even if no additional orders are received, it is said. However, new business is being booked every day, buying coming chiefly from automobile manufacturers.

NEW SOUTH CAROLINA BILL LOWERS CHAIN STORE TAX

Richmond, Va., April 3 (UTPS).—The South Carolina Senate has passed a chain store tax bill providing a lower rate of taxation than the one passed by the House. The Senate's bill, a substitute offered by the finance committee, would tax the first store $5, the second of a chain $10, the third $15 and so on to the thirtieth store, which would be taxed $150. An amendment was adoupted to exempt filling stations, which had been included in the substitute bill. The bill goes back to the House for concurrence in the amendments. Senator Greneker of Edgefield and other senators declared they believe the bill, if enacted, will be declared unconstitutional.

AMERICAN BOSCH ELECTS LOASBY TO DIRECTORATE

Boston, Mass., April 3. — At the annual meeting of stockholders of American Bosch Magneto Corporation Arthur W. Loasby, who recently resigned as chairman of the Equitable Trust Company, was elected a director to succeed Philip Spaulding, resigned. Other directors were re-elected. At directors' meeting, following stockholders' meeting, officers were re-elected.

FORD OF CANADA APPOINTS MILLARD ADVERTISING HEAD

Montreal, April 3.—Ellis F. Millard has been appointed advertising manager of the Ford Motor Company of Canada, Ltd. Mr. Millard entered the employ of the Ford Company in 1919, starting in the accounting department. Later he was transferred to the auditing department, where he became traveling auditor and then head of the branch auditing division. In this department he specialized in handling advertising accounts and, as a result of his experience there, he was transferred to the advertising department.

DODGE BONDS ISSUED IN 1925 ARE STILL LIKED BY INVESTORS

New York, April 3.—Since the offering in 1925 by Dillon, Read & Co. in connection with purchase of Dodge Brothers, then the third largest automobile manufacturing company in the country, Dodge convertible 6 per cent. bonds, due in 1940, consistently have been popular with investors seeking a comparatively high cash return from an obligation adequately protected as to earnings and assets.

The bonds have been available at as low as 82¼ in 1927, while in 1928 active buying on reports that the bonds might be called pushed the price to 109¼. From a high of 105¾ last year, Dodge 6s receded to 87½. The current quotation of around 97 on the New York Stock Exchange represents an advance of approximately 5 points from the low for the year to date of 92½, established in January. The present price affords a yield of about 6.4 per cent. to maturity.

Neither the convertible privilege nor the call feature is important marketwise at present. Originally the bonds were convertible to extent of $30,000,000 into Dodge A common at $30 a share for the first $5,000,000 debentures, and at rising prices to $70 a share for the final block of $5,000,000.

About half of the maximum amount was converted into Dodge common before Chrysler acquired the company through exchange of shares and assumption of the bonds, so that on basis of the exchange, with the conversion price then at $50, initial figure at which the bonds are convertible into Chrysler common became $250, advancing to $300 and $350 for the final blocks to be converted. Obviously this feature has been of no value, top price for Chrysler last year having been 135. The bonds are callable until May 1, next, at 110 and thereafter at reductions of 1 per cent. annually.

In 1925 interest requirements of Dodge were covered 10.42 times; in 1926, 7.27 times and in 1927, 3.90 times. In the latter year Chrysler covered interest on its own funded debt more than 120 times, while in 1928, although the biggest year for the company and including four months' earnings of Dodge, assumption of latter's funded debt reduced the margin to 22.64 times total interest. Average coverage over the past five years, however, has been sufficiently high to lend stability to the bonds from an investment standpoint.

CLARK

STRENGTH— beyond any normal need.

LOW COST— due to large volume production.

ACCURACY— assured by special automatic machines.

CLARK METAL WHEELS

CLARK EQUIPMENT COMPANY
Buchanan Michigan

AXLES
Front & Rear
WHEELS
Single or Dual Tire
CAST STEEL HOUSINGS
TRANSMISSIONS

7 REASONS

Why You Can Make Big Money Selling CURTISS-WRIGHT Planes

If you want to get in on the ground floor of an industry that is growing by leaps and bounds, if you want to represent the largest and best advertised firm in that industry, if you want to make the profits from a market as broad as the heavens above, if you want to forget trade-ins and the other problems that cut profits to the bone—*read these facts!*

IN EVERY PART OF AMERICA, enterprising dealers are alive to the new era in selling transportation. They are becoming Curtiss-Wright dealers because they realize the golden opportunity aviation presents. Now Curtiss-Wright invites you to share in the profits which will surely be made in this fast-growing field.

A Real Sales Franchise

Manufacturing four great makes of aircraft—Travel Air, Curtiss-Robertson, Moth and Keystone-Loening planes—two world-renowned makes of aircraft engines, Curtiss and Wright, and sponsoring many other allied products and services, Curtiss-Wright is the largest aviation group in the world.

Curtiss-Wright is strongly financed and adequately manned. A large percentage of all the commercial planes in service have been made and sold by the companies now comprising Curtiss-Wright. Their products—from the small 2-place sport plane to the 20-passenger air liner—are right from an engineering and manufacturing standpoint, and the kind of planes an air-minded public demands. Thus, when you represent Curtiss-Wright in your locality you may be sure that its success and your success is certain.

Advertising Makes Money For You!

As a Curtiss-Wright dealer you will enjoy the benefits of the greatest advertising campaign ever launched by an aircraft manufacturer. Curtiss-Wright advertisements, appearing in sixteen leading national magazines, and in all the important aeronautical journals, are reaching nearly 30,000,000 in every part of the country. In addition, every worthwhile prospect will be reached by a nation-wide direct mail advertising campaign. This tremendous promotion campaign will surely create many class "A" prospects—make sales and profits for you!

Territories of Large Area

Just as the airplane radically revises old standards of time, speed and distance, so, too, does the aircraft business change all previous ideas of sales territories. Because you are able, via air travel, to cover a wider area, you will be able to conduct sales in a territory many times larger than those usually allotted in other lines of business. This means more prospects for you to contact—more sales, greater profits!

Here They Are:-

1. You represent the largest aircraft manufacturer.
2. Your products are advertised in leading magazines.
3. You handle large territories and many prospects.
4. You sell a complete line in a broad price range.
5. You sell high-price units, get large commissions.
6. Your sales are *clean*—commissions all profit.
7. Selling on deferred payments, you serve large market.

A Broad Range of Prices

The Curtiss-Wright line is complete. It has been designed to appeal to every class of prospect—the private, industrial and commercial airplane operator. There's a 3-place sport biplane selling as low as $2,195, a 3-place cabin job selling as low as $2,495—but little more than the price of a fine roadster or coupe. And there's a 6-place cabin monoplane at $13,500, a 4-place amphibian at $16,800, a twin-motored 8-place job at $24,900, and an 8-place amphibian at $29,700. In the Curtiss-Wright line are planes of every size and kind—a type for every need and purse.

Many Profit Opportunities

Because the prices of planes are higher than those of other kinds of transport vehicles, the profit per sale is unusually large. And airplane sales *are clean*—there's seldom a trade-in to cut down your commissions. For these reasons, and because the Curtiss-Wright dealer territories contain greater numbers of prospects, the merchants make larger profits.

And there are many other ways to make money in the aviation business. By special arrangement, authorized dealers will profit from the service and repair work they turn over to the Curtiss-Wright Flying Service. This obviates the necessity of installing service equipment and employing mechanicians for such work. Other opportunities for profit are presented in the sale of aviation accessories and equipment, flying instruction, transport line tickets, and taxi, charter, sightseeing and photographic flights, etc.

Deferred Payment Plan Boosts Sales

Through the Aviation Credit Corporation, the Curtiss-Wright dealer may stock and sell planes on liberal terms. The wholesale financing plan makes it possible to display planes on your sales floor at very low cost. This enables you to devote the major portion of your investment to the promotion of your sales and profits. It is not even necessary to stock demonstrators. By special arrangement the Curtiss-Wright Flying Service will handle demonstration flights at a nominal cost.

The retailing financing plan greatly enlarges the opportunity for sales. It is now possible to sell a plane for as little as $750 down, and the carrying and insurance charges are surprisingly low. This new development puts a tremendous lever in your hands for developing sales. Because it makes it easy for the public to buy, the Curtiss-Wright deferred payment plan is boosting sales amazingly.

Investigate This Opportunity

Few people realize how eagerly the public is taking to the air. Few dealers understand how fast airplanes are now selling. But every far-sighted business man realizes that aviation is the coming industry. And right now is the time to get in on the ground floor, develop with the industry, and cash in on its growth. An amazingly small investment starts you on the skyway to success!

Visit the Aviation Show at Detroit Starting April 5th

It will be well worth the time and money the effort costs to visit the Detroit Aviation Show which opens April 5th. Here you can see many of the products of Curtiss-Wright, learn all about the Sales Franchise and the profit opportunity it presents to you. Be sure to visit the Curtiss-Wright exhibit at the Detroit Show.

Mail the Coupon!

If you cannot attend the Detroit Show, mail the coupon below for full details. Don't delay. Do it now, for every day you wait costs you money. Write now while there are some excellent territories still open. The airplane sales season is at hand. Mail the coupon today!

CURTISS-WRIGHT Sales Corporation

27 West 57th Street, New York

CURTISS-WRIGHT SALES CORP., DEPT. DN
27 West 57th Street,
New York, N. Y.

Please send me all details of the Curtiss-Wright Sales Franchise and the profit possibilities in the selling of airplanes.

Name .....

Address .....

.....